THE LITERARY DIGEST

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TOPICS OF THE DAY

THE PRESIDENT'S TARIFF VICTORY

EVEN THOSE EDITORS who do not share President Wilson's belief that "a fight for the people and for free business . . . has at last been won" by the Senate's passage of the Tariff Bill, agree that the result is at least a tremendous victory for him. "Woodrow Wilson is coming out of the special session of Congress with a great personal victory to his credit, so far as the tariff is concerned," remarks the Washington correspondent of the New York *Sun* (Ind.), who notes that the two other big practical problems still remaining on his hands are currency reform and Mexico. The Wilson Administration has been six months at the helm, adds the same observer, and in that time the country has learned that "President Wilson is, at present, complete master of the Democratic party in Congress." The bill emerges from its four months' ordeal in the Senate without the sacrifice of any of the things the President demanded—free wool, free sugar, free meats, and greatly reduced duties on all the necessaries of life. Moreover, as the editors and correspondents point out, the differences between the House and Senate bills are not of a nature to offer any serious obstacle to a compromise in conference. "That there is 'no news' in the Tariff Bill as it comes from the Senate," remarks the Boston *Herald* (Ind.), "proves President Wilson's capacity for leadership"; and on this point it goes on to say:

"Usually a President interested in a tariff measure sees his wishes reasonably met in the House, only to have them disregarded utterly in the Senate. This was notably the case with the Wilson Tariff Bill of 1894, so rewritten in the Senate that the Democratic President refused to sign it. The Payne-Aldrich Bill, in Taft's day, got away from him in the upper chamber. But Mr. Wilson, with a small party majority in the Senate, has been able to hold it in line, getting the bill through in much the form in which it left the House. This will afford a real test of his policy. It will give the country what it ordered in establishing a Democratic Administration. It will let us see how the low-tariff idea works, as elaborated under the best party auspices. For the tariff fight is over. The new law will soon be in operation."

"The progress of this first great measure of legislation establishes the adequacy of President Wilson's leadership," remarks the Springfield *Republican* (Ind.), which goes on to say:

"It has brought the Democratic party to its first great milestone in the discharge of the responsibility which the people have committed to it. That will give hope and confidence to its members that the rest of the Wilson program is possible of attainment, and so to be expected.

"Without threat or bluster, steadily and surely, the President has been working with and leading his party in Congress. The critics have been active, but the march has not faltered or wavered. Qualities of mastership that were successful in New Jersey have not proved inadequate in the environment of Washington."

"There may be differences of opinion whether the economic theories exprest in the Tariff Bill passed by the Senate are sound," remarks the New York *Evening Sun* (Ind.), "but there can be no questioning of the fact that a Democratic Congress has at last fulfilled its pledges and placed a great piece of constructive legislation to its credit." One interesting feature of the Senate's contribution to the new Tariff Law, says the same paper, is that "with a slender working majority it decreased ad valorem rates nearly 4 per cent. more than the House, where the Democratic majority is large enough to be unwieldy."

"It is the first tariff in fifty years which was passed by the representatives of the people, and not by the representatives of privilege and plutocracy," declares the New York *World* (Dem.). And even the New York *Tribune* (Rep.), an organ of the Taft Administration, praises the Senate for "hewing pretty close to the line of Democratic promise and policy." This, says *The Tribune* significantly, "was a marked improvement on its work in other days, when its influence was too steadily cast on the side of 'stand-pattism' and obstruction." "This is the first revision we have had in many years which was not attended with great fear and considerable business stagnation," notes the New York *Herald* (Ind.), which sees an explanation in the fact that " the country's business in a very large measure has outgrown old conditions."

Yet this bill whose passage is received so calmly by the country's business interests, remarks the Pittsburg *Dispatch* (Ind.), represents "the most radical tariff reduction ever known in this country." And in the Baltimore *Sun* (Dem.) we read:

"This bill provides not only genuine revision downward, but carries out the Democratic principle of a tariff for revenue only. Whatever may be its faults, it is not tainted with protection. The Senate this time has not emasculated but strengthened the bill. It goes into conference with fewer serious differences to be adjusted between the two houses than any tariff yet presented.

"When it is on the statute-books the whole country will breathe a sigh of relief, for Republicans as well as Democrats

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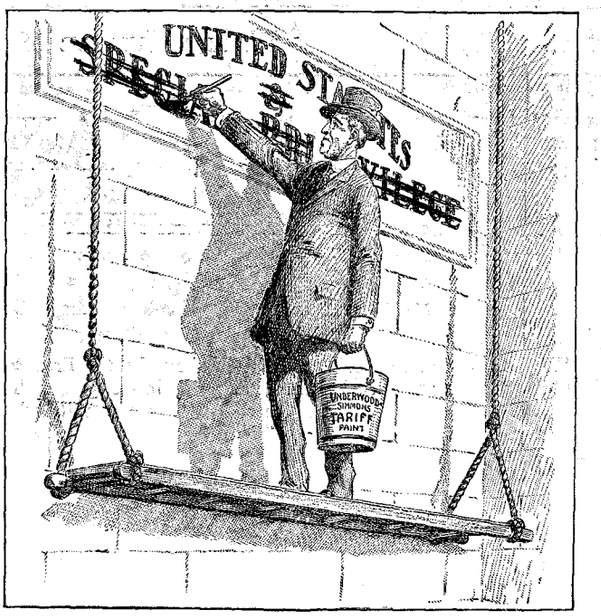
have been prepared for its passage, and are only waiting to find out the final rates and provisions in order to adjust their business to the new conditions."

"The American people have secured real tariff revision for the first time in two decades," exclaims the Richmond *Times-Dispatch*



DISSOLVING THE PARTNERSHIP.

—Macauley in the New York *World*.

(Dem.); "the Democratic party has kept the faith." Similar expressions are encountered on every hand in the Democratic press, while Republican and Progressive editors add their tributes to the efficiency and good faith with which the Democratic party has redeemed its tariff pledges. After one month in the House and four in the Senate, notes the Washington *Herald* (Ind.), "the lowest successful tariff measure since the Civil War" goes to conference "with only friendly differences to consider." The same paper adds:

"President Wilson and the progressive leaders of his party have acted with marked courage in their tariff course, and this fact, recognized throughout the country, will insure to the new law a fairer trial than it otherwise might expect.

"Only time can tell whether or not the bill is a wise one, but the people themselves, largely regardless of partizan concern, will be the judges, and they will be grateful to the Democratic leaders for presenting, through an honest bill, a clean-cut issue between low-tariff and high-tariff economic policies."

By the passage of this bill, remarks the Newark *Evening News* (Ind.), the Democrats in Congress have accomplished "three things thoroughly worth while":

"They have redeemed a party pledge without equivocation. . . . . .

"They have exhibited a solidarity and sense of responsibility that bode well for the future. . . . . .

"They have acknowledged leadership in the White House, and thus brought into close and effective cooperation the executive and the legislative branches of the Government, friction between which has frequently rendered abortive all attempts to carry out clear-cut national policies."

Turning to the hostile criticisms of the bill, we find Mr. Hearst's New York *Evening Journal* (Ind. Dem.) joining with such Republican organs as the Philadelphia *Press* and the Boston *Transcript* in predicting evils to follow in its train. "If Mr. Underwood gains the advantage in the conference, the bill will be less bad than it is now, but it will not be good," says *The Transcript*, which continues its indictment as follows:

"From its inception to its conversion into the Wilson Bill the tariff legislation of the session has been inspired by a spirit of sectionalism. Neither revision nor protection has been uniformly spread over the industries of the land. The industries of New England have been flayed, whereas Louisiana is the only State in the South which has been subjected to similar treatment. Framed unscientifically, and inspired by partizanship, the new tariff will of necessity encounter both political and industrial opposition. President Wilson says that its passage will be a victory for the people. For what people?. Assuredly not for the 7,600,000 voters who last year, by dividing their favor between Roosevelt and Taft, made Wilson's election possible, nor for the Northern toilers who will be thrown out of work, nor for the Louisiana plantation laborers. . . . . .

"The country is called upon to endure the new tariff with the best grace it can. If in operation that tariff sacrifices revenue as it has sacrificed protection, the experience of the country will not be unprecedented in view of the operation of the Democratic Tariff Bill which President Cleveland permitted to become law. Prosperity fell a victim to the first Wilson tariff. Let us hope it may survive the second of the same name at least until a Congress representative of the majority of the American people can come to the rescue a year hence."

This Tariff Bill was "devised in secret caucus and forced through both branches of Congress by relentless despotism exercised through the caucus machinery," declares *The Press*, which predicts a painful awakening on the part of the farmers when the new rates go into effect. And in *The Evening Journal* we find the following gloomy prognostications:

"The one certain result of a lower tariff is this: MORE AMERICAN MONEY WILL GO ABROAD AND MORE WORK FOR AMERICANS WILL BE DONE ABROAD. . . . . .

"Foss, of Massachusetts, elected as a Democrat, has gone back to the Republican party. That is nothing. He has moved his great factory from the United States to Canada. THAT IS SOMETHING.

"The work that American citizens did here in the United States for Foss will be done by Canadians in Canada. They will get the work and the wages—and we in the United States will pay the bills. . . . . .

"Hundreds of millions of American money that USED to stay

THE SENATE RAILWAY
ME CHILD! ARE YOU ALL RIGHT?
I GOT BADLY BUMPED SEVERAL TIMES, BUT I DONT THINK I'M SERIOUSLY HURT
WILSON-UNDERWOOD TARIFF BILL
WILSON
COME OVER TO THE HOUSE AND I'LL FIX YOU UP.
UNDERWOOD

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THE END OF A LONG AND PERILOUS JOURNEY.

—McCutcheon in the Chicago *Tribune*.

here will go out of the country under the new tariff. We may feel the need of that later.

"Merchants will be able to sell some things much cheaper. They will come from abroad and be the product of labor that costs less or of other cheaper foreign conditions. That will be very nice—cheap shopping is a delight—IF YOU HAVE THE MONEY WITH WHICH TO SHOP."

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PRESENT ASPECT OF THE "HOUSE OF GOVERNORS."

Only twenty-five State Executives attended the sixth annual convention of the House of Governors, which held its sessions at Colorado Springs. One journal describes this institution as "proceeding aimlessly, but in the general direction of the setting sun."

A TOTTERING "HOUSE OF GOVERNORS"

THE FUTILITY of the Governors' conferences, of which the sixth has just been held at Colorado Springs, Colo., causes certain editors to wonder whether these gatherings might not better be ended. Epigrammatically recording the progressive decline of an institution founded by Theodore Roosevelt "to discuss questions of public importance," the Springfield *Republican* says: "First, it was the 'House of Governors,' then the 'Conference of Governors,' and now it is merely a few Governors hearing themselves talk." On the latter point we are informed by the press that out of forty-eight Governors of the States only twenty-five attended the Colorado Springs meeting, which, according to the New York *Evening Post*, "is not a sign of a special vitality in the institution from which much was hoped." The most obvious error of the conference, *The Post* points out, lies in its program of subjects for discussion. It is all very well, we read, to take up matters that involve, or may involve, Federal action, but the great purpose of the conferences was "uniform State legislation." Nevertheless, in examining the list of topics proposed as subject to such legislation, *The Post* is moved to ask whether all or even the most of them are in reality suitable to adjustment by uniform State laws. For instance, inquires *The Post*, "why should all the States make haste to have the same system of direct primaries?" and if Oregon wishes to try "the extreme of direct legislation," why should not her sister States stand by and profit by her experience? Looking at the matter from this point of view, *The Post* begins to doubt whether or not "the field apportioned to the House of Governors be much more limited in extent than was supposed"; and, in referring to the so-called "outside topics" introduced into the conference, it cites the proposal of Governor Hunt, of Arizona, to abolish legislatures and conduct State administrations through a Governor and his Cabinet, and the proposal of Governor Hodges, of Kansas, for commission government of States as tending "to make of the conference a body for the discussion of the theories of government."

Instead of attempting to cover "a wide range of big subjects," thinks the New York *Press*, more might be accomplished "if emphasis were thrown upon one topic considered thoroughly," but, adds *The Press*, unquestioning in its conviction of the value of the annual conference—

"Whatever is done by way of formal action or discussion, those congresses of Governors have become a notable institution in furtherance of intelligent treatment by the different States of the many problems which are common to them all."

Confident also is the tone of the Richmond *Times-Dispatch*, which says that altho "the ideal of the inventors of 'the third house' is far from realization, yet it is not unattainable," and the New York *Globe*, praising the Governors' Conference as "an opportunity to exchange ideas and suggest reforms based on practical experience," calls attention to the fact that "these conferences . . . have always been productive of good in the past." Recalling that in the beginning there was talk of an authoritative organization of the House of Governors which should make it an essential part of the Government and that the idea ended in talk, the New York *Tribune* notes with satisfaction that while the meetings have continued to be "purely voluntary and unauthoritative" they have not "declined in interest or lacked profit."

Quite the opposite is the opinion of the New Orleans *Times Democrat*, which, as a failure, ranks the "House of Governors" with the Commerce Court, and says of the present conference:

"Far less attention has been paid to it than was paid to the earlier conferences—probably for the reason that the high hopes of practical results, awakened when President Roosevelt broached the plan, have been disappointed. It had been expected that the assembled Governors would find ways and means for closer cooperation, for securing uniformity of laws, etc. After several years' trial of the plan its expected good results are rather conspicuously absent."

Another New Orleans paper, *The Picayune*, finds that "it is not easy to see that anything useful or important can come from these meetings," but it hopes the Governors "will have a good time," while the New York *Times* says that, instead of a House of Governors, we should have "a House of Delegates, made up yearly of experts" specially charged to consider interstate measures covering some special field. Then there is the Providence *Journal*, which, speaking of "an institution fading away for lack of an objective," describes the House of Governors as "proceeding aimlessly, but in the general direction of the setting sun."

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A GREAT BANK ACCUSED

THE GRAVE CHARGE that the largest bank in the country is carrying on a campaign of "misrepresentation" about the Currency Bill that is "intended to discredit the Administration" and "has the effect of poisoning the public mind and misleading public opinion" puts in concrete form the feeling that seems to exist between the bankers and the Democratic leaders in Washington. These are the words of Senator Robert L. Owen, Chairman of the Senate Banking and Currency Committee, and the bank he names is the National City Bank of New York City. Many recall that this is the second time the Democratic leaders have assailed this and other large banks that are suspected of being in a "money trust." Not long ago the Secretary of the Treasury declared his belief that New York bankers were purposely depressing the price of Government bonds to arouse hostility among the country banks against the pending legislation. The reply of Frank A. Vanderlip, President of the National City Bank, to Senator Owen's charge denies that his bank is "leading a movement against the Currency Bill," altho he admits having criticized it and declares he intends to criticize it further in accordance with his best judgment. The statements of Senator Owen were exprest as follows in a letter to James Simpson, vice-president of Marshall, Field & Co., of Chicago:

"The propaganda now being carried on, led by the National City Bank of New York, which has circularized the country against the bill, is obviously intended to discredit the Administration and to make it appear that the bankers have not been consulted and that the committee is not well informed. This misrepresentation has the effect of poisoning the public mind and misleading public opinion. . . . . .

"The business men of the country need have no fear that their Representatives and Senators in Congress will act unadvisedly. The representatives of the big banks of the country have been given the most abundant opportunity to be heard. And after they had their Chicago meeting and presented anew their old contentions and requested further hearings, this opportunity was immediately afforded by telegraph and the hearings set for 2 o'clock Tuesday, September 2."

Taking up the cudgels for the bankers, the Chicago *Inter Ocean* (Rep.) reminds Senator Owen that the invitation to come to Washington was not extended to the bankers until they had "held a national convention in Chicago and unanimously approved amendments to the bill which they declared were indispensable," and the *Inter Ocean* adds:

"As a matter of fact, the most active circularizer that has been generally heard of is a Wisconsin 'country' banker who obtained a practically unanimous vote of the banks of that State against the bill as it now stands. The educational campaign for currency reform has been carried on from Chicago by the National Citizens' League, an organization of merchants and manufacturers chiefly, to which anybody can belong, and on whose governing committee there is one solitary banker, and he not a national banker. And the active leaders of the recent Chicago convention were not bankers from the neighborhood of 'Wall Street,' but from the West and South."

Mr. Vanderlip, who is described by the Brooklyn *Eagle* (Ind. Dem.) as "president of the largest national bank in the United States, an institution known to represent in the financial world the men and interests that are now most powerful in controlling credits and most concerned in having the new system workable," is reported as saying in defense:

"I and other officers of this bank have endeavored to make an intelligent criticism of the pending Currency Bill, and we intend to keep on criticizing it as long as we feel that it does not adequately meet the needs of the banks and the business interests of the country. I am not opposed to currency legislation. I have preached it for years.

"It is foolish to attribute criticism of the bill by the National City or any other bank to selfish motives. There is just as much patriotism in banking offices as in the halls of Congress. Of course, if you believe we are all actuated by selfish motives, that is too bad. But it isn't true.

"We are not leading in any movement to kill the Currency Bill, but I consider any move for the purpose of bettering legislation a wise and patriotic thing. It is all moonshine about a propaganda to defeat the bill. I want to see financial legislation effected. This bill has some correct principles, but it must be changed according to the lines suggested at Chicago."

Hereupon *The Eagle* is moved to say that while believing Senator Owen and Mr. Vanderlip both to be patriotic Americans, "anxious to have such legislation as is best for all America," yet it doubts whether "the temper displayed by each of them" is calculated to bring about that result, and it explains that:

"Senator Owen should have avoided charging 'misrepresentation.' He knows well enough that the degree and extent to which bankers have been taken into counsel is a matter of public knowledge on which misrepresentation would be silly; and that the general information on banking subjects of the Senate and House committees is not a concrete issue, but a matter of opinion on which any man is free to think as he pleases. On the other hand, Mr. Vanderlip is peculiarly unfortunate when he permits himself to be goaded into saying that the pending bill 'must be changed according to the lines suggested at Chicago.'"

While granting that Senator Owen's charge "draws a red herring across the trail," the New York *Evening Sun* (Ind.) ventures that "in all likelihood his action will not divert the attention of the thinking part of the banking and business community from the shortcomings in the bill," but the New York *World* (Dem.) affects no surprize at the Owen charge, which, it says, reveals the National City Bank "in no new attitude." It has been for so long "a directing partner of the Government in financial affairs," *The World* goes on to say, that it "can not well know how to act differently now," but times are changed and—

"It has been forced out of the State Department and dislodged from the Treasury Department. The old ways of getting back are hopelessly blocked. But if it can rewrite the Administration's Bank and Currency Bill into the Aldrich Bill, a new way of getting back will be opened which can not so easily be closed."

Another indication of the way the bankers are regarded by the men who have charge of the Currency Bill is shown by the remarks of Chairman Glass, of the House Banking Committee, on September 10, when he said in part:

"The whole fight of the great bankers is to drive us from our firm resolve to break down the artificial connection between the banking business of this country and the stock speculative operations at the money centers. The avowed purpose of this bill is to cure this evil. They do not want existing arrangements disturbed: they desire to perpetuate a fictitious, unscientific system, sanctioned by law, but condemned by experience and bitterly offensive to the American people—a system which everybody knows encourages and promotes the worst description of stock-gambling."

A Republican member of the same committee, however, while speaking favorably of the bill, pointed out that it must be made acceptable to the bankers or it may fail through their refusal to cooperate. Said Mr. Hayes (Rep., Cal.):

"But the most perfect banking and currency system in the world is useless if you can not put it into operation. The system created by this bill, or by any bill, can not be put into operation in this country, unless a large majority, of national banks, at least, go into it. On its face it appears to be compulsory upon all national banks, but, of course, in the last analysis this is not so. The time has gone by when the Government can confiscate a man's property or compel him to employ his capital and talents in any business that he does not think for his interest to engage in, even if he is a banker. Gentlemen are very much mistaken if they think that many men will engage in the banking business for the compensation of 5 per cent. on their capital. Good, absolutely safe bonds can be had that will yield 5 per cent., and all the holder need do is to cut off his coupons at the proper time and present them for collection. To get 5 per cent. on his capital,

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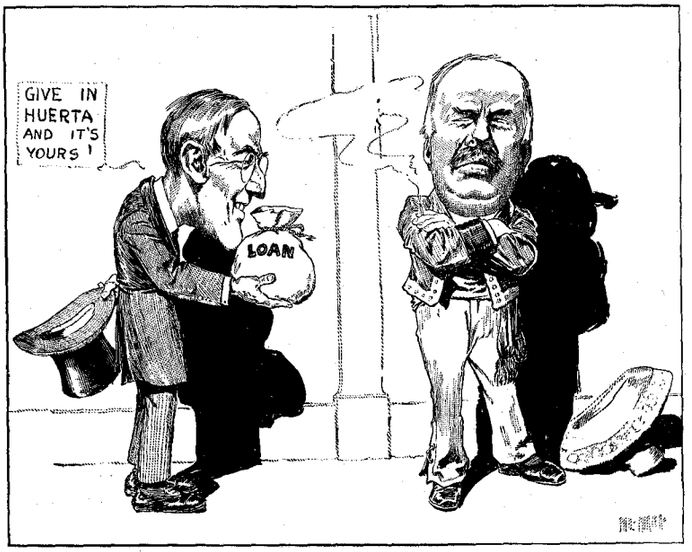
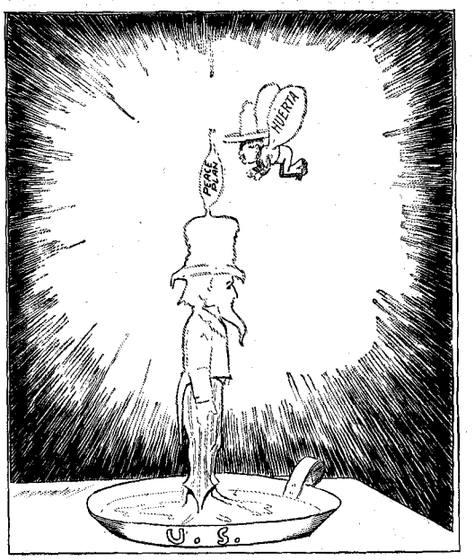


THE NEW "DOLLAR DIPLOMACY."
—Porter in *Truth* (Boston).



THE MOTH AND THE FLAME.
—Handy in the Duluth *News-Tribune*.

HUERTA'S TEMPTATIONS.

a man need not devote all his best energies to the banking business, sweat blood whenever there is financial or industrial disturbance in the country, and be the worst hated and most 'cussed' man in the community. . . . The failure of any large proportion of the national banks to go into the new system would weaken the proposed reserve banks to such an extent as to make them ineffective, and whether such banks reorganized under State laws or went into liquidation, they would in either case retire their circulation, thus producing an arbitrary and sudden contraction of the currency which might prove to be disastrous. It is of the first importance, therefore, that the bill be made sufficiently liberal to induce the banks generally to come under its provisions. I fear the gentlemen of the majority have not given sufficient weight in framing the bill to this consideration."

THE BYE-ELECTION IN MAINE

REPUBLICANS seem to be the most interested observers of the election in James G. Blaine's old Congressional District, the Third Maine. The Republican candidate, John A. Peters, received 15,106 votes, to 14,553 for William R. Pattangall, his Democratic, and 6,487 for Edward M. Lawrence, his Progressive opponent. The official Democratic view of these facts, says the New York *Herald* (Ind.), may be well exprest by Congressman Adamson's (Ga.) remark: "The Dutch have taken Holland. What of it?" But to Republican editors all over the country, and especially in New England, the result is immensely gratifying. Many of them expected to see the Democratic candidate elected, as did Congressman Gardner, who left his own primary campaign in Massachusetts to go down to Maine and work for Mr. Peters. "Who would have supposed," asks the Washington *Herald* (Ind.), "that in a district where only 7,000 Republican votes were cast last fall, and which gave Wilson a plurality, there would be, in the brief period of ten months, such a reversal of political opinion?" "The Progressive vote showed a falling off of about 50 per cent. from what Colonel Roosevelt received in November," notes the New York *Times* in a Portland dispatch, while, on the other hand, "the Peters vote was 108 per cent. greater than the Taft vote, while the Pattangall and Wilson vote showed very little variation." And this came about despite the efforts of two Cabinet members and the Speaker of the House of Representatives on behalf of the Democratic candidate and the aid of speakers of national reputation for the Progressive nominee. Hence the jubilant note in the Republican press and the optimistic interpretations of last week's election as foreshadowing the break-up of the Progressive party, the return of the Roosevelt followers to the Republican fold, and a popular reaction against the Democratic "free-trade" tariff policy, all of which will bring about the speedy return of the Grand Old Party to its former high estate. We quote a typical Republican editorial utterance from the Boston *Advertiser:*

"This was the first test of the Democratic party strength since the Underwood tariff measure was introduced in the House. That the Maine vote should come just as the bill was expected to pass the Senate will be taken as a heavy blow to the Democratic Administration and its tariff policy. The party counted strongly on yesterday's contest to back it up at Washington. It wanted to point to that contest and say that the American people, so far as the Third Congressional District of Maine could speak for them, had repudiated the protective tariff policy. It fought the fight on those lines. The result can not be called a victory for the Democratic party. The vote of yesterday shows clearly that there has been no such repudiation, so far as this district can speak. The message of Maine's Third District rings through the country.

"The Progressive vote crumpled to nothing, because the voters who left the Republican party last fall to go careering and shouting after Theodore Roosevelt stopt this time to think, and recognized the peril of giving ratification to a tariff policy that they, in common with all Republicans, believe to be economically unsound and practically destructive to the prosperity that has been this country's, and in which Maine has shared brilliantly. They found themselves facing a great national issue at a most critical time. The Progressive candidate, Mr. Lawrence, could not lead them into the fields where they romped last November. They united with the party of their other years, and faced the Democratic party forcefully and effectively. They recognized the issue and they placed their votes where they would count."

The Advertiser is unwilling to say "how much this indicates of the fate of the Progressive party in other States," but some of its contemporaries are more confident. The "passing of the Progressive party" is clearly seen by the Republican Albany *Journal*, Philadelphia *Press* and *Inquirer*, Rochester *Democrat and Chronicle*, Pittsburg *Chronicle-Telegraph*, and Baltimore *American*. And independent dailies like the New York *Times*, *Sun*, and *Evening Post*, Philadelphia *Public Ledger*, and Boston *Herald* are inclined to take the same view. As the Detroit *Free Press* puts it:

"The Maine result, the Michigan elections of April last, the enrolment everywhere this year, all point plainly to the vanish-

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ing of the new party. It is following the way of its forerunners, the Greenback, the Populist, and other independent movements that for a time were impressive, but that one and all frayed out and disappeared. . . . . .

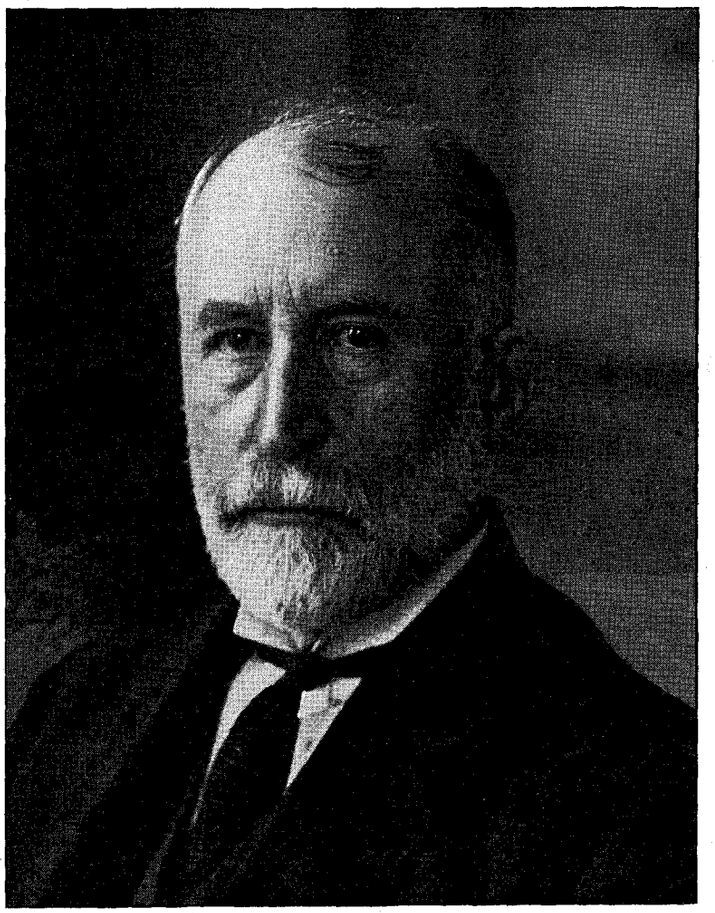
"It is only natural that proof of the decline of the latest independent movement in our politics should henceforth increase the speed of its disappearance. Nothing succeeds in politics like success, and nothing fails like failure. Let a party get the name of a weakling and men fall away from it rapidly. The election figures of Michigan and Maine are the hardest shock that has been given Mr. Roosevelt's organization."

On the other hand, the Democratic and Progressive papers, while letting the Republicans do the lion's share of the talking, do not seem to be particularly cast down. "To what a pass have things come," comments the Chicago *Post* (Prog.), "when the Republican party boasts itself upon carrying a Congressional district in Maine." The Philadelphia *Record* (Dem.) declines "to see any certain sign of the receding of the Democratic tidal wave" in the election of a Republican to succeed a Republican by a plurality of 500 in a total vote of 36,000. When the Democratic vote in the James G. Blaine district remains at a standstill, "no popular reaction against the Administration can be read in the outcome," observes the Richmond *Times-Dispatch*.

As to the Progressives, the Springfield *Republican* (Ind.) takes direct issue with its Republican contemporaries, saying:

"Possibly the fact that the Progressive strength did not fade entirely away is the most significant aspect of the election. There was nothing of the Roosevelt personality involved; yet more than 6,000 voters supported the Progressive candidate. Should so large a percentage of the Progressive strength remain intact as a separate political force in the Congressional elections of next year, the Republicans could not possibly regain control of the lower branch of Congress."

The same thought occurs to the New York *Globe* (Ind.), which does not find "much comfort to the divided party in the figures or any suggestion of a happy reunion." The Progressive New York *Evening Mail* and Boston *Journal*, however, concede that the result in Maine was "a distinct triumph for the Republican party." The victory was due, explains the Boston paper, "upon the one hand to the liberal expenditure of money by a powerful machine, and upon the other to the lack of money for either a complete organization or for proper publicity."



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WILLIAM J. GAYNOR.

"I was not a bit afraid to die if that was God's will of me. I said to myself, just as well now as a few years from now. No one who contemplates the immensity of Almighty God and of his universe and his works, and realizes what an atom he is in it all, can fear to die in this flesh, yea, even tho it were true that he were to be dissolved forever into the infinity of matter and mind from which he came."

DEATH OF MAYOR GAYNOR

"I HAVE BEEN MAYOR." These words of Mayor Gaynor's, uttered only a few days before his death at sea on September 10, might well be taken to sum up the editorial characterizations of the man and his administration in the New York papers. Political opponents were not a whit behind the most zealous advocates of the Mayor's reelection in paying tribute to his courage, his independence, and his executive ability. Nor was the occasion simply one for recounting the achievements of an administration now ended, for mourning the loss of a strong, original, and picturesque personality. For Mayor Gaynor died on the deck of the *Baltic* just one week after he had accepted an independent nomination for reelection on the steps of the City Hall, and had begun a series of characteristically bitter attacks upon the political organization which had not seen fit to honor him with a second nomination. The Gaynor candidacy was clearly an anti-Tammany cause. Now the political experts in the great city are wondering, will the Gaynor followers flock to Mitchel, or to McCall, or to some new candidate who will suit them better? A nomination which the leaders of the Gaynor movement offered to Mr. McAneny was at once rejected by him. There are now, as Chairman Hapgood of the Fusion Committee points out, "only two tickets left in the field—one a straight Tammany ticket and one a straight anti-Tammany ticket." As many of the late Mayor's active supporters "as are honest in their opposition to Tammany will," declares the New York *Tribune* (Rep.), "promptly declare their intention of supporting Mr. Mitchel, for he is now the only hope of keeping the Mayoralty out of the boss's hands." So, too, argues *The World* (Dem.), and *The Globe* (Ind.) holds that for these "Gaynor independents" "to vote for McCall or to be inactive against him would insult the Mayor's memory in a glaring way." *The Press* (Prog.), which, with Gaynor in the running, "was emphatically for him and emphatically against Mitchel," is apparently convinced by the argument, and says:

"Yesterday has passed; another condition presents itself to-day. It is Mitchel or Tammany, and between these two *The Press* is for Mitchel."

So it appears to the Jersey City *Journal* (Ind.), just across

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the Hudson, that Mayor Gaynor's death "should have the effect of making Mitchel's election certain by attracting to him the entire opposition to Tammany." Yet the New York *Herald* (Ind.) recalls that much of Gaynor's backing in his campaign for reelection came from conservative business men who "were out of sympathy with the radical views of John Purroy Mitchel and feared to place him in the Mayor's office, while at the same time they could not come out openly and advocate the election of the Tammany Hall ticket." According to *The Herald* the Fusion leaders themselves do not expect to get the bulk of this support, and *The Sun* (Ind.), which was supporting Gaynor, asserts that the "very first concern" of the good citizen "is to save New York from the immeasurable disaster of the socialistic or semisocialistic experiments portended by the continued presence of Mr. John Purroy Mitchel at the head of the Hapgood ticket."

Irrespective of their opinions as to the wisdom or unwisdom of his official acts, and whether they were attracted or not by the strongly individual personality of Mayor Gaynor, editors and men of prominence throughout the country and in all walks of life regret the passing of "a great public character." The salient points which imprest themselves upon those who knew the man are thus happily sketched by the New York *Sun:*

"There have been reformers dry as summer dust and austere as an old rural slate gravestone. There have been popular idols who were nothing but sanctity and sawdust; there have been orators and writers who were nothing but words and style, personally hollow as drums. Mayor Gaynor had plenty of faults; he was irritable—there was plenty of physical excuse for it in his last days—he sometimes went too far and fast both on and off the bench; he fought without gloves; his humor and temperament did not always tempt him to be charitable to his opponents, who, to be sure, were seldom charitable to him; he liked to swat; he was more than 'a good hater,' he was a pitiless scorner of many; he turned not the other cheek but the other fist to those who assailed him; he was hot-tempered, like many generous and placable natures; he saw his enemies in hell's own black, his friends in rose colors; he was impatient sometimes; he seemed a little fickle politically sometimes; far enough from a saint and right down near the passions, prejudices, hatreds, affections, the sympathies, and the laughter of common men.

"He had a constituency, a public which took in most of these United States. He brought 'that halting slave' Epictetus 'down to the people,' as Zarathustra would say. His letters, pithy, at times bitter, humorous, ironical, saturated in the strong juices of his character, enriched with long serious study and experience, ranging without effort from the so-called heights or depths of scholarship to the more difficult and dangerous art of saying the right thing to a child: there is one monument of his engaging and unusual mind. He had more than a little of Dr. Franklin in him, the shrewd, kindly, philosophic, life-studying and life-enjoying, tolerant pagan Franklin; and he had enough of that 'unequaled instinct for the jugular vein' which Rufus Choate attributed to John Quincy Adams."

As Chief Magistrate of our greatest city, "in a long line of commonplace and slate-colored mayors of New York," to use the New York *World's* phrase, William J. Gaynor "towers a giant among pygmies. In almost every respect, says *The Globe*, "the Government of New York has been improved during the period that Mayor Gaynor has been at the City Hall." A Socialist daily, the New York *Call*, has "no doubt that Gaynor was the most effective and intelligent chief executive this city has had in years." More specific approval comes from *The Evening Post*, which opposed his reelection:

"No politician, or group of politicians, dictated his policy; and he was afraid neither of labor organizations nor of newspapers. His masterful dealing with the garbage-men's strike was a signal proof of the former; and, tho his sweeping denunciations of newspapers in general often overshot the mark, the predominant feature in them was a scathing contempt for yellow journalism. . . . He set his face firmly against the Tammany idea of city government, stood stanchly by the merit system in subordinate offices, and from the first stamped upon the city's affairs as a whole the mark of a business administration."

At this time his critics lightly pass over whatever errors of temper and judgment they may have noted, and which in their opinion clouded "the substantial work for progress and good government which he accomplished."

The last scene is considered worthy of his eventful history. Of his early life little is known. As the press sketches tell us, he was born in Whitestown, New York, in 1851, and was admitted to the bar in Brooklyn in 1875. His successful and dramatic fights upon political corruption in the persons of McKane and McLaughlin brought him his first fame and elevation to the State Supreme Court bench in 1893. His success as a judge and increasing popularity brought offers of nominations for higher judicial office, for Mayor, for Governor. All were refused. In 1909 he accepted independent and Tammany nominations for the Mayoralty of New York. He was elected. In office he remained, as most newspapers admit, independent of Tammany, but without antagonizing it. The attempt to assassinate him in 1910, which left him permanently weakened in body, brought messages of sympathy and expressions of approval of his work from all parties in city and nation. The police disclosures brought about by District Attorney Whitman "shook the grip of Gaynor upon the popular regard," says *The Evening Post.* Yet his prestige revived, it adds. But the Fusionists would not consider him as their candidate, and the powers that reign in Tammany councils also rejected him. Then came bitter attacks upon Murphy from the City Hall, a popular non-partizan nomination—"under the shovel," the emblem of subway digging—and a departure for England to gain strength for the campaign. The last scene of all is the sudden death on the *Baltic.* And in the closing days of his public career, as in the first, it is Gaynor, the foe of the boss. In his last message to the people of New York, he was confident that they would not throw the government of the city "into the control of a vulgar gang of grafters all of one stripe." And a friend is told in confidence in the quiet of the stateroom that—"I will tell the whole damnable story. I propose to strip the Tammany gang bare. . . . I will show the people just what Murphy and Tammany means."

TOPICS IN BRIEF

IT'S about time for Governor Colquitt to live up to the last half of his name.—*Charleston News and Courier.*

MR. TAFT may be president of the American Bar Association all he pleases.—*Newark News.*

MR. MCADOO has announced buttermilk as his favorite drink. The split in the Cabinet, so long waited for, has arrived.—*Milwaukee Sentinel.*

IF you have bought any veal lately you will appreciate the reckless generosity of the old man toward the prodigal son.—*Chicago News.*

VIGILANT government officers have seized a consignment of spurious grape juice that arrived in Washington. The great connoisseur must be protected.—*New York Telegraph.*

WITH Thaw and Jerome both placed in jail by the impartial Canadian authorities, the weak hope arises that Sulzer and Murphy will be persuaded to carry their fight across the Dominion border.—*Chicago News.*

IF MR. Carnegie is so rampant for peace, why doesn't he offer to pension Huerta?—*Birmingham Age Herald.*

NEW YORK, you may have noticed, was not represented at the Conference of Governors.—*St. Louis Republic.*

ONE great trouble about the politics of New York City is that most of the reformers commute.—*Philadelphia Public Ledger.*

WITH the employment of policewomen, inspectors will now watch the side doors of the department stores.—*Wall Street Journal.*

THE President of Cuba is suing a man for slander who said he was like Roosevelt. What the Colonel is going to do about it is not announced.—*Philadelphia Press.*

THE billion dollars Americans have invested in Mexico can't get away, and the Mexicans are not at all inclined to furnish it with passports.—*St. Louis Globe Democrat.*

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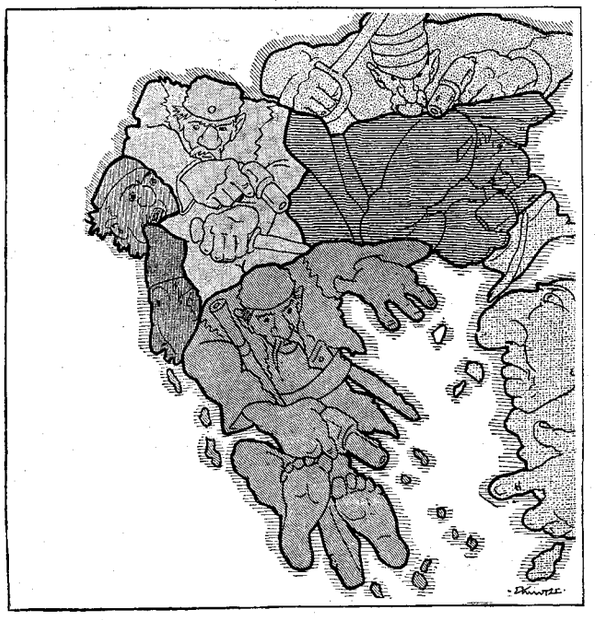
FOREIGN COMMENT

A PEACE THAT IS NO PEACE

THE TREATY of Bucharest receives the approval of not a single European journal, as far as we have seen. Dr. Dillon, a specialist in Eastern affairs, speaks of it with horror and contempt. The great mistake appears to be that the Powers have sanctioned a division of territory without regard to racial differences, and various peoples are jumbled up together as if cats and canaries were put into one cage. That the end can only be confusion and bloodshed is the universal opinion of all sections of the press. Even the St. Petersburg journals join in the hue and cry against Sir Edward Grey and the "puppets" he set up at the Bucharest Conference. Russia is credited by Dr. Dillon with having the balance in her own hands, but Mr. Sasonov, the Russian Minister, has made no move either toward driving the Turks out of Adrianople, or doing justice to Bulgaria, who, tho victor over the Turks, is admittedly in a worse position than before the war. The rich territory Bulgaria loses to Roumania is considered more valuable than the barren mountain region gained from Turkey. Already clamors are being raised in favor of revising the treaty, and the Russian press are united in demanding such revision. We are told that the treaty will fall to pieces of itself unless its provisions be changed on principles of common sense and justice. Hence we find Mr. Menshikov writing in the *Novoye Vremya* (St. Petersburg) in the following strain:



THE NEW BALKAN MAP.

"Gently! Don't crowd, or else there'll be ructions again."
—*Ulk* (Berlin).

"The Treaty of Bucharest, in which the territorial principle, and not the ethnographical, has once more triumphed, is a manifestly absurd composition, which contains . . . the elements of rapid dissolution. Judge for yourself: Servia, according to the treaty, gets 1,200,000 new subjects, of which there are a small number of Serbs, half being Bulgars and half Albanians; Greece gets about 200,000 Bulgars, and Roumania almost as many Bulgars, too. Little Montenegro, whose strength has until now been in unity, will get about 200,000 Albanians. Bulgaria herself will gather into her bosom several thousand such tarantulas and scorpions as Greeks, Turks, and Armenians. The diplomats have once more revealed a lack of understanding of the national principle and the psychology which generates discord. The diplomats had before them geographical maps and tables of population, and they cut territory with inhabitants like stuffed pie, disregarding popular wishes and interests. For this rude disregard of nature . . . the Balkan Peninsula will again be punished by God, and not only with short fratricidal wars, but also with internal ills which aliens bring into every country. After a criminal war, having concluded a not altogether honest peace, the Balkan nations are pledged to new crimes: the aliens, of course, will dream of secession, and the native population of their assimilation, that is, there will begin the same historical process which has brought Turkey to her downfall. Each of the Balkan States wanted to play the rôle of a little Turkey, and has seized as many aliens as it could. Each acted like ancient Troy, which dragged within her walls the wooden horse of the Greeks. Instead of the peaceful and harmonious life of a nation bound by ties of blood and language, there will begin everywhere an internal struggle resembling Austrian or, if you wish, Russian political life. . . . Nothing good can be prophesied for this group of nations which have despoiled each other."

Nor does the *Russkiya Vyedomosti*, the leading Liberal organ of Moscow, think that the treaty ends the troubles of the Powers:

"The conclusion of peace does not mean that the Balkan affairs have been settled. On the contrary, there are a good many questions which will yet long occupy the attention of European diplomacy. The question of the southern boundaries of Albania and her future governmental organization remains unsolved. The fate of the Ægean Islands is not decided, because Italy evidently wants to retain forever if not all, at least some, of the islands occupied by her during the war with Turkey. The Turks are still in Adrianople, and the Powers are vainly trying to find means of getting them out. And, lastly, the very decisions of the Bucharest Conference, at least that part of them which concerns the cession of Kavala to the Greeks, will be subject to revision by the Powers. Thus there still remains much work for diplomacy in the Balkans, and the difficulty of solving all those questions is complicated because of the discord among the Powers and because diplomacy has not yet had time to orient itself in the changed conditions in the Near East. The majority of the Powers do not manifest in this case an inclination to intervene in the Balkan affairs; the sessions of the London Conference are proceeding with extreme slowness and threaten to continue endlessly. Just as slowly are proceeding the negotiations regarding the measures to be taken against Turkey, and there are no grounds for the hope that the revision of the Kavala question will be conducted with greater energy. None of the Powers wants to take the initiative in a more active step, and it is probable that the questions of Adrianople, the Ægean Islands, and Kavala formally will remain unsolved; that, while not giving their official sanction to the existing state of affairs, the Powers, nevertheless, can not do anything to change it in one way or another."

The *Ryetch* (St. Petersburg) remarks in the same bitter spirit:

"The Bucharest Treaty will remain a sad document, no matter how the question of Kavala will be solved. The Roumanian brokerage has helped to put a tombstone over an entire country and a whole nation—over Macedonia and the Macedonians. Instead of liberators, it will be necessary to speak of oppressors. . . . But the body of Macedonia is not a dead body, it is a live one. This is well known to the Turks and to Europe. To deliver it into Greek and Servian hands does not mean to decide its fate. It only means to change the aim and direction of the struggle for Macedonian independence."

In the *Golos Moskvy* (Moscow), the transfer of Kavala, a busy seaport, from Bulgaria, who claimed it as one of the spoils of war, to Greece, is spoken of as "an extremely imprudent act," for "Greek Kavala will always be a dangerous menace to peace."
—*Translations made for* THE LITERARY DIGEST.

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INFLUENCE OF THE HAGUE IN ENDING WAR

SNEERS AT THE FUTILITY of The Hague peace conferences are plentiful as the delegates end their twentieth session in Mr. Carnegie's magnificent Peace Palace, amid the echo of the Balkan and Tripolitan conflicts. The fact that a great European war was averted in circumstances that once would have started a general slaughter is hardly mentioned. The most influential papers of France, Germany, and England refer to the gathering in a lofty tone, as if its doings were of no serious importance, except in an incidental way. The essays, the theories, the resolutions, are generally spoken of either as futilities or, at least, at the present time, Utopian impracticabilities. They are futile because they are impracticable, and impracticable because they take no account of human nature and the political and economic rivalries of the nations they are intended to influence and reform. Yet, admit some, the tendency of such congresses may ultimately conduce to the education of the world in the way of peace. This result is, however, as far off as ever, declares the London *Morning Post*, and the method of arbitration which was intended to do away with international bloodshed and settle international disputes has proved a failure. Thus we read:

"Arbitration could never have solved the problems in the Near East. How could any Court have judged between the Allies and Turkey in a way that would have been acceptable to both, or between Bulgaria and her rivals? No nation worthy of the name will allow what it regards as vital rights and interests to be disposed of by the verdict of the most impartial tribunal. Even the United States, which claims to lead the world along the path of arbitration, is unwilling to submit the Panama Canal dispute to The Hague, and would certainly never allow such a Court to settle the question of Oriental immigration."

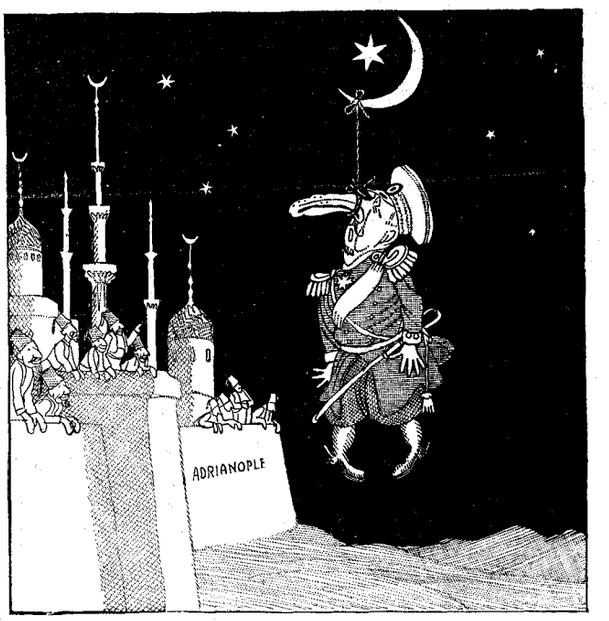
A tone of somewhat severe, even bitter, ridicule and depreciation marks the comments of the London *Times*, which observes:

"The proceedings of the twentieth International Peace Congress illustrate once more the old truism that the advocates of a cause are often its worst enemies. The thousand or so delegates who have assembled at The Hague claim to represent and to be working for a movement that, more perhaps than any other

PEACE IN THE BALKANS.

PEACE—"Oh dear, Oh dear! The beach is horribly painful this year." —*Pall Mall Gazette* (London).

movement of the times, aims at a complete readjustment of the moral values of mankind and a radical change in the political arrangements and instincts of nations and governments. It is a movement, therefore, that can only make any headway against the well-nigh immeasurable obstacles in its path by taking frankly into account the world as it is and human nature as we know it to be. But this is precisely what its supporters at The Hague decline to do. Their method of overcoming difficulties is to ignore them, and their notion of recommending their propaganda to the judgment of the average man is to evolve from some inner consciousness a series of perfect schemes for regulating a world inhabited by perfect beings. The average man remains profoundly unimprest by all such futilities. It does not



KISMET.

How Ferdinand neatly hooked the Crescent.

—*Wahre Jacob* (Stuttgart).

in the least interest him to hear that a German professor has elaborated a treaty of fifty-five articles for limiting naval and military expenditure. He could do as much himself, and do it more briefly, with half a sheet of notepaper and the necessary lack of any sense of humor."

The same opinion prevails with other London papers, as *The Daily Chronicle* and *The Daily Mail*, which latter speaks of this "vain talk about peace," but approves the Congress because it witnesses to the growing desire of the nations for the abolition of war, altho such a Congress has no legislative authority and no true representative power to enforce peace legislation. Diplomacy in the various chancelleries rather than debates in a peace palace have done everything that has been done so far to sheathe the sword and still the bugle, in the opinion of these papers—a view which is also found in the German press. To quote the *Frankfurter Zeitung:*

"It might be said that in view of the fact that the Adrianople question has not yet been decided and that a collision between the United States and Mexico seems to be impending, the time is scarcely to be considered auspicious for the calling of such a Congress, and both the German and foreign press are filled with utterances making light of the 'peace enthusiasts' at The Hague and their 'Utopian aims.' Editors point to the irony which lies in the contrast between these peace orations of The Hague and the Balkan horrors."

Yet this writer allows that since the Italian invasion of Africa and the Conferences of London and Bucharest, the "peace idea" has made considerable progress. All the Powers have experienced a dread of war, and no one is anxious nowadays to rave about "military glory." Further:

"It would be too much to say that we are indebted to the direct propaganda of the pacifists for the present maintenance of peace in Western Europe. In a sense this may be true. But one thing is certain. The protracted diplomatic discussions of the present year have shown us that the sword remains more fast in its sheath than ever and people no longer regard war as a 'cleansing tempest,' but as a great calamity that must be avoided at any cost. The popular sentiment against armaments

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so generally prevailing is the first faint intimation that an international conscience is wakening up through the efforts of these friends of peace. To give more life to this international conscience is the aim of all friends of peace, and this is the work of the delegates to The Hague."

But the Socialist organs of European opinion simply deride the Hague Congress and express the opinion that Socialistic inter-

A "SORT OF PEACE" PALACE.

MADAME—"A very pretty idea, darlings, and really quite charming—to look at." —*Pall Mall Gazette* (London).

nationalism, and the doing away of frontiers and governments, can alone bring in the age of peace under the domination of the organization styled the International. This opinion has been frequently dwelt upon in *Vorwärts* (Berlin), and the *Intransigeant* (Paris) speaks of the "great popular movement," which shall "weld together all the peoples on this plane and realize the advantageous union of universal labor, high and low," adding:

"It is on us Socialists that this work is incumbent, and on no others. We are the sole agents who are preparing in every country the ranks of the peace army which sooner or later shall set to rights all causes of division, of conflict, and of hatred, and which even now, in spite of its relative weakness, maintains, from time to time, some check upon the murderous caprices of the ruling classes and of those who prey upon the nations."

Perhaps the weightiest and most influential of all the Paris dailies is the *Journal des Débats*, which speaks of the pacifists in the following impartial and magisterial tone:

"Doubtless such demonstrations as those at The Hague can not be destitute of good effects, if it is only by asserting the principles of right and justice. They also serve to lay impartially before the public certain verities such as those expounded by Professor Quidde, of Munich, who acknowledged that Germany was responsible for the recent increase of armaments among European nations. But let the pacifists beware of quitting this domain of sentimental demonstration and launching out into the domain of instant practical realization. From the moment they begin to demand measures that warrant and guarantee peace, even a police of the peace which could not possibly be created except by the gradual education of the majority of mankind, they at once betray the crudity of their Utopian dreams. Of course, the spectacle of their candid naïveté is in harmony with the temper of a country whose characteristic it is in accepting fine theories to mistake them for possibilities. The newest heaven-sent remedies against war which pacificism proposes to this Europe of Balkan imbroglios can not as yet be considered substitutes for the expedients handed down to us by the ancient wisdom of the nations."

"The great Hague joke" is the term applied by the London *Standard* to the inauguration of the Palace of Peace and the discussion of the delegates. It remarks:

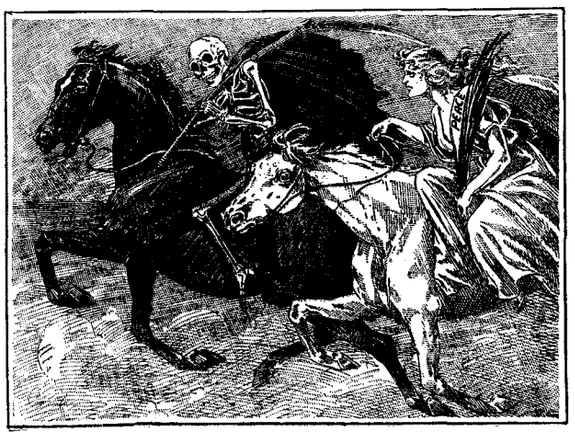
"Mr. Andrew Carnegie does not, we imagine, add to his many meritorious qualities the 'saving grace of humor.' We can not therefore suppose that his gift to The Hague, a 'Palace of Peace,' is an elaborate and expensive jest. The project has been conceived and we presume carried out in all sincerity; the munificent donor of this edifice does no doubt really imagine that the gift is seasonable and appropriate. . . . But it was not the Hague Court that resolved the Morocco crisis of 1911, when three Great Powers drifted very close to a quarrel. What could the Hague tribunal do on this occasion? What has it done to keep the Balkan nations from flying at each other's throats? One must really ask whether it is worth while for our own Government, or for any other Government, to take part in a repetition of the foolish farce of a conference upon peace among nations all armed to the eyes for war? We must face the fact that while every nation sincerely desires to keep the peace as long as possible, all of them are convinced that they have no guaranty against aggression but their own ability to defend themselves; and that no peace conferences or whole volumes of international acts and declarations will give them any other."

ENGLAND'S PANAMA "BLUNDER"

THAT A BLUNDER, or worse, has been made by England in refusing to join the Panama Fair is the opinion of the most eminent exhibition experts and authorities of the Kingdom. The columns of the London *Times* and other leading organs have been flooded with letters on this subject, and arguments have been marshaled, hopes held out, and participation advocated principally on two grounds —sentimental and economic. "Blood is thicker than water," and while strangers and foreigners are to gather at a celebration of a great engineering feat accomplished to draw closer the market centers of the world, why shall an Anglo-Saxon and kindred race refuse to share in the festival which Uncle Sam appoints in honor of his sons and friends, especially when it is an occasion of seeing and being seen as a manufacturer of world products? Perhaps W. H. C. Hoover, in a letter in *The Times*, has given one of the clearest statements of these two arguments. He is an authority deeply versed in international trade, and speaks as follows:

"The action of the Government, based on the belief that there is no adequate return to be had from a participation in the Panama Pacific Exposition, would appear to rest on some lack of imagination, both from a sentimental and an economic point of view.

"From the sentimental side the Exposition represents an appropriate national celebration at the completion of the Canal. The Canal is conceded to be the greatest engineering triumph of the race, and one pregnant with wide economic results to the



"STILL LEADING!"

—*Pall Mall Gazette* (London).

English people, and, despite any squabble over tolls, is sentimentally a matter in which the English people should take much pride. The Exposition represents the greatest of efforts by the Pacific Coast people, and upon it an expenditure is being incurred greater than that of any other American exposition.

"As to the economic value to the British trader of being properly represented in this Exposition, while the British trade

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with the Pacific slope has not been hitherto particularly large, it must be patent that this has been due to inaccessibility, now remedied by the Canal. Several factors should be borne in mind regarding the economic situation of this territory. The Pacific slope is a highly productive region isolated from the rest of North America by 1,500 miles of desert and mountains. Its products are in mass raw material, particularly cereals, fruit, timber, and oil. The region, owing to the lack of adequate coal and iron deposits, is not, nor ever likely to become, a manufacturing center. The cost of goods transported across this 1,500 to 2,000 miles from eastern American manufacturing centers is greater than from Europe by sea via the Canal. This region will seek sea-borne markets for its raw material, and these will be paid for by the import by sea-borne manufactured goods."

While Mr. Hoover dwells upon the advantages European, and especially English, traders will have on the Pacific shores over the land-borne trade of the Eastern States, *The Times* particularly emphasizes the sentimental side of the question and scores the Asquith Government for ignoring it. Thus we read:

"We have already exprest our conviction that the Government are extremely ill-advised in refusing to take part in the Panama Exhibition. The decision of the German Government not to be represented on that occasion—a decision which German commercial organs condemn—does not at all affect our judgment. We wish, for all manner of reasons, that the Exhibition may be the striking success which its promoters will strive with all their might to make it. We believe that they will make it such a success, even if the two chief manufacturing and commercial Powers of the Old World do not officially participate in it. What would please us best is that they should appear there side by side, and in friendly rivalry submit the best that their brains can devise and their hands can fashion to the judgment of the vast jury who will assemble at San Francisco.

"We do not yet despair of seeing that wish fulfilled. The decisions of governments on such matters are not as the laws of the Medes and Persians. It is always annoying to be obliged to acknowledge a mistake, but we credit our rulers with statesmanship enough not to persevere in a blunder, when they understand that a blunder has been made. The contention that because Germany has followed our example we can not reconsider it will not bear examination. Does any Englishman seriously consider that our relations to the United States are the same as those of any other Power? Of course they are not. We are never tired of saying that they are not, or of welcoming American assurances that they are not. They never can be the same. Race and history, institutions and language forbid that they should be. We have had many differences and a few quarrels with the Americans. We may not impossibly have more. But in our hearts we have felt, and they have felt, that these have been family squabbles, and that to repeat once more the words of an illustrious American, which no time can stale and no iteration can hackney, 'blood is thicker than water.'"

England's own autonomous Dominions are setting her an example which it would be suicidal not to follow, adds this great organ:

"If we need example, on a matter where our course is so straight and plain, it has been given us by our own self-governing Dominions of Canada and of Australia. They are going to take part officially in the Exhibition. They are going to do so, first, as an act of courtesy and friendship to a great English-speaking democracy, and, next, as a sound business investment. They, whose territories are washed by the Pacific, have a deeper and a truer insight than some of our officials at home into the future of the vast new markets which the Exhibition will help to open. They know what the trade of the Pacific Coast may become, and they will not let slip this unique opportunity of getting their share in it. We could wish that on such an occasion the world should see the mother country and the daughter States working hand in hand for the commercial renown of the Empire."

THE NEW PEACE PALACE AT THE HAGUE,

Whose influence is regarded by the press of Europe as rather problematical.

The London *Daily Chronicle* thinks that even if the British manufacturers hold back and complain that the conditions imposed by the Exhibition authorities are "unduly restrictive," there are reasons why "the time is opportune" for England to respond to the American invitation. "The Government should act independently of manufacturers or other exhibitors," and provide exhibits from its own resources. To quote further:

"There are strong reasons why we should be represented at San Francisco. The western part of America, also, should offer a growing field for our traders. It appears to us, too, to be important that it should be remembered that all Latin America will be represented, and that will draw to the Exhibition traders from South America, before whose eyes it would be well to bring British products. But apart from such considerations there is that of emphasizing the friendship between England and America especially in the year of the celebration of a century of peace. Again, the Dominions will be represented, and it will, in that case, appear invidious if this country is absent. If Canada thinks it worth while to spend half a million dollars and Australia a sum approaching that, surely there is reason for Britain to be there. But any sum in reason that we spend will be well spent in exchange for what will undoubtedly result—increased good will and friendship."

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THE BRITISH ATHLETIC SLUMP

ENGLAND'S athletes take third place among the nations of the world, as shown by the results of the so-styled Olympic games. From the victory of Coroebus in the foot-race at the first Olympic festival the Greeks dated the beginning of their chronology, as Christendom does from the birth of Christ, so important was this victory considered. And now England is roused because she has no Coroebus to win the crown for her, and the London *Times* publishes an appeal signed by such patriotic men of eminence in war and statesmanship as Lord Grey, Lord Harris, Lord Roberts, Lord Rothschild, Lord Strathcona, and the Duke of Westminster, demanding that the people of England raise £100,000—half a million dollars—to train and provide for a band of men fit to represent the country's athletic power in the Olympic games at Berlin in 1916. How England, to quote the Duke of Westminster, has lost "her ancient supremacy as the mother of sport" is shown by the following table of successes in athletic games, which the Duke characterizes as "a tale of national disaster" for England:

Polo	America
Rackets	America (Jack So[illegible])
Yachting	America (holders [illegible]e Cup)
Lawn-Tennis (Singles)	New Zealand (A. F. Wilding)
Lawn-Tennis (Davis Cup)	America
Tennis	America (Jay Gould)
Boxing	France and America
Billiards	Australia
Swimming	America and Australia
Rugby Football	S. Africa and New Zealand
Lacrosse	Canada
Cycling	England
Trotting Horse	America
Running Horse	America
Horse-Jumping	France and Russia
Fencing	France
Shooting (King's Prize)	Canada
Skating	Sweden
Athletics (100 yds.)	America and S. Africa
" (220 yds.)	America
" (440 yds.)	America
" (880 yds.)	America
" Hurdles (120 yds.)	America
" High Jump	America
" Pole Jump	America
Putting the Weight	America
Throwing the Hammer	America

Two important protests have been raised against this appeal. One is from Frederic Harrison, who says England ought to enter no names in the Berlin events of 1916. The whole affair, to this writer's mind, "stinks of gate money" and "professional pot-hunting." The head master of Sherborne, one of the great public schools of England, says that "these pseudo-Olympic games are rot," and "the newspaper advertisement of them and the £100,000 fund for buying victories positively degrading." This distinguished scholar and administrator, who declares that men in his position are being constantly lectured by the press for encouraging excessive athletics, thus gives his idea of "sport":

"Have these semiprofessional modern athletic games and contests anything to do with the prestige in sport of which we have been so proud? Surely our distinction lay in this—that Englishmen in their leisure devoted themselves *con amore* to field sports of all kinds, and in doing so developed certain qualities of pluck, resource, self-control, good-fellowship, and what not, and went about the world as—with all their faults—conspicuously healthy-bodied and healthy-minded men. But what has this to do with these Olympic games or with cup ties, or even with county cricket? . . . It is ridiculous, as *Punch* has found no difficulty in illustrating, to pretend that heavily financed efforts to win more events than Germany or America are going to foster sport throughout the population. Every one knows that a very few carefully selected and trained athletes will 'recover our prestige' or not (as the case may be) whether the ordinary British boy or man plays games or not. The only question is, how long the ordinary British boy and man will think it worth while to pay. The prestige which we lost at Stockholm is after all—indirectly, I grant you, but none the less really—a question of money; and when it has gone for good along with our Old Masters, to the land of the almighty dollar, perhaps we shall begin to value again, and recover, our prestige as a 'nation of sportsmen.'"

It is charged by "An Old Rugby Forward," writing in the London *Standard*, that England goes down only before "the spurious amateurism of the foreign competitor." Englishmen, he says, know what is going on and are disgusted by the knowledge that "immense sums are now being spent to buy men and to turn them into professional record-breakers." This is why, he avers, "there is no response from the great public to the appeal for £100,000, which leads people to think that it is proposed to adopt American methods."

On the professional amateur's method the Newcastle *Daily Chronicle* grows cynically sarcastic and remarks:

"It will be quite worth spending £100,000 to train teams of professionals and send them to Berlin. It will, at any rate, be just as good fun as backing horses in obscure alleyways. And it will permit the genuine amateur to proceed on his way in peace. He will go on playing cricket and football, running with the harriers, or having an occasional round with the gloves, happily indifferent to the wiles of the highly salaried 'coach,' and appreciating, tho not envying, the exploits of those who are being paid to do these things, and, being paid, naturally do them much better than he can hope to do them. But even tho we spent £100,000 and still remained out of the running at Berlin, we should not have any reason to shed tears."

Any success at Berlin, also argues the London *Daily News*, would not really revive the "national prestige" of English sport, for only a few highly trained and expensive specialists would be put to the front and this would not imply the creation of "a system of universal physical education." Therefore:

"It is really more sportsmanlike to do our best in such events, and, where inevitable, accept defeat, than to try and purchase with a great price an altogether unrepresentative victory. The lavish expenditure of the United States on its selected athletes has no doubt resulted in their securing a considerable number of trophies."

The appeal for funds is, however, supported by *The Times*, in whose editorial columns we are told that because money is spent on athletics it does not necessarily result in turning the amateur into a professional. Witness the boat-race at Oxford, which is "one of the more costly forms of amateur sport, and yet is more free than any from the taint of professionalism." *The Times* wishes England to cut a figure in the games of 1916, and therefore backs the appeal and encourages English athletics to enter at Berlin. This paper admits that some incidents of foul play disgraced former Olympic games, but complacently adds:

"We protested strongly at the time against some of the incidents which disgraced the games of 1908. But since then, tho the games at Stockholm were not altogether clear of reproach, a distinct advance has been made. We venture to believe that, owing to the greater length of its traditions, the British conception of sportsmanship has had a certain dominating influence in forming international opinion in this matter. If that is so, it may be reckoned as a really valuable result of the Olympic games, and even as an argument for their continued existence. But in any case continue they must. Great Britain can not at this stage, as Mr. Harrison wishes, retire from the contest. Not to go to Berlin would be an insult to our German friends and prospective hosts, as well as to the other nations engaged, which would be far more harmful than the possibility of international complications, which the games have sometimes threatened to produce in the past. The country, as we have said more than once, is committed to the contest. That is why we support the appeal, which Lord Grey and his fellow signatories have put before us, as a national duty. Not because we should look like sulky children who will not play in a game in which they have been beaten, but because we are in honor bound to send to Berlin the best team that we can get together, we commend the fund to the generosity and public spirit of our readers."

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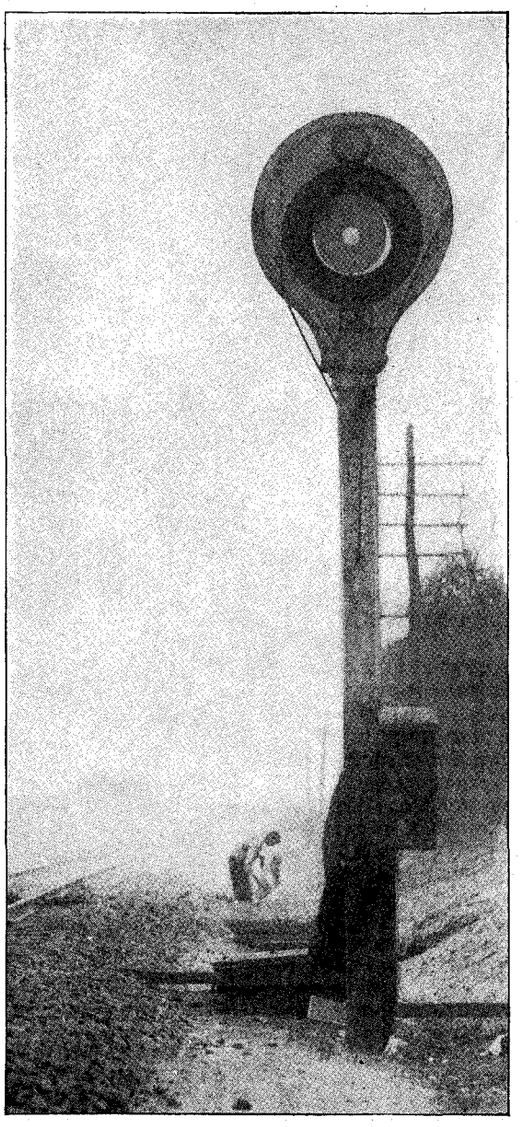
SCIENCE AND INVENTION

THE NECESSARY ENGINEER

ANOTHER WRECK on an Eastern road already too well known for this sort of thing revives interest in the problem of automatic train-stops. In this latest accident the engineer says there was not time to stop his train after he saw the signal set against him. He also says he had been doing two men's work in the days preceding the wreck. It is clear that the danger-signal did not stop the train, at any rate, and instances of this kind have been so numerous that for years inventors have been trying to devise some practical method of doing away altogether with dependence on the engineer's mental equipment in emergencies, and of making it possible for the signal-man actually to stop a train, instead of simply directing it to stop. The outcome has been the invention of many so-called "automatic stops," some of which work well under certain conditions. The fact that a prize of $10,000, offered by the very road on which this last accident occurred, for a successful device of this type, is still unawarded, may serve as an index to the difficulties encountered in adapting automatic stops to miscellaneous railway service. An exposition of these difficulties, with a somewhat pessimistic conclusion, has been contributed to *The Signal Engineer* (New York), by A. H. Rudd, signal-engineer of the Pennsylvania Railroad. We quote portions of an abridgment made for *The Railway Age Gazette* (New York):



THE "BANJO" SIGNAL,

Now being discarded by the New Haven road. Other roads are said to be using them, however, without accidents.

"Automatic stops are not a 'cure-all' for the dangerous features of railroad operation. They will not prevent derailments due to failures in rolling stock, track, or bridges, or to excessive speed, washouts, or landslides. . . They may prevent collisions and excessive speed over short crossovers. While some automatic-stop systems have indicators in the engine-cabs, none gives indications for diverging routes. Should the apparatus fail, the engineman would be without any signal system until repairs were made, probably at the end of his run, unless the engine were immediately side-tracked as disabled and another substituted.

"It follows, therefore, that, for safe operation, none of our present safeguards may be abandoned. We can not save in the maintenance of track or structures, reduce our policing, nor relax our vigilance in any degree. Our men must still be keyed up to watch their track and signals. We can effect no saving in cash or brains. The automatic stop must, if installed, be used solely as an adjunct to our present systems. The engine-runner should be constantly alert and should watch his track for obstructions which can not be anticipated by advance information. A [visual] cab signal constantly taking his attention from the outside observation is not only useless, but a positive detriment. The engineman is not an automaton, and the installation of anything tending to lessen his feeling of responsibility would be most unwise, to put it mildly. . . . . .

"Not over 9 per cent. of the big accidents which attract so much attention might be prevented by automatic stops, but if the signal system were complete and efficiency tests were regularly and adequately carried on, 55 per cent. of these accidents would be eliminated without the use of automatic stops. In fact, taking the Pennsylvania Railroad record as a criterion, the figures would be nearer 60 per cent., it being acknowledged that 35 per cent. are not preventable by any signal system. And it should be remembered that a stop will not prevent an accident caused by a train, after properly stopping or being automatically stopt, speeding up and passing the next signal at too great speed.

"An automatic stop can not be located at the distant signal or between the distant and the home, for, if an engineman has obeyed the distant signal and is approaching the home prepared to stop, he is doing his duty and should not be interfered with. It must, therefore, be located at the home signal, but must be so located that, if a train passes it at highest speed, it may be stopt before it has reached the danger-point, preferably with a service application. The automatic stop therefore must be located at a stop-signal at least 4,000 feet from another stop-signal placed at the danger-point."

Where the signal is to be "stop and proceed," as is often the case, means must be provided to enable enginemen to release the stop after a train has stopt according to rule. This device must be inaccessible until the train has stopt, as, otherwise, it might be used wrongfully. This inaccessibility will impose delay at each "stop and proceed" signal which would be particularly onerous in congested districts; in many cases would require additional tracks to handle passenger-traffic promptly. Mr. Rudd goes on:

"Automatic stops are impracticable in large terminals and at busy junctions and crossings. While they might be used in congested districts approaching such points, the cost of additional tracks and signals must be added to the cost of installing the apparatus on the ground and equipping all locomotives. . . . Money available could be more advantageously expended on visual signals and other safeguards which are still needed and which would prevent more accidents than would automatic stops.

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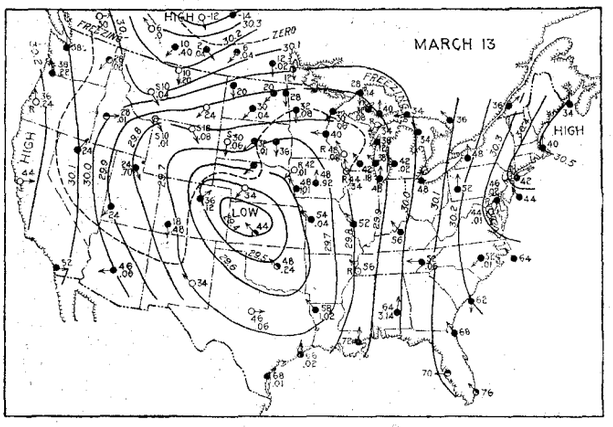
It is, of course, impracticable to equip each car with a stopping device—detached cars would not be affected by its operation. Apparatus must be so arranged that the leading engine on entering the block will not apply the brakes on the second engine of a double header or on a pusher engine; and so that switching movements will not be affected by it. . . . . .

"Stops using electric contacting devices are not reliable, altho they may have satisfactorily met certain demonstrative tests, and no stop having contacting devices of any kind is desirable. There remain a few other types which may be but are not yet fully developed to meet steam road conditions. . . . It may be said that some of the automatic stops have been tested



A GOOD DAY FOR WIRELESS.

Weather-map for March 13th, the day on which Professor Taylor was in communication with a larger number of distant stations than any other. The black dots denote cloudiness.

with perfect success during winter months. But the exact conditions that will throw the whole system out of operation may not occur in several winters. The difficulty in keeping trains moving during winter storms is great enough without having them stopt by wholesale failures of an automatic device.

"The installations in our tunnels at New York, on the Manhattan Subway, etc., are successful, but simply because the exceptional conditions existing at these particular locations make the problem an easy one.

"An automatic stop located at the proper point for fast trains would require slow trains to stop at an unnecessary distance from the danger-point. Unnecessary stops of heavy freight-trains, or stops far short of the points where stops are really necessary, have a serious effect on the operation of a busy road. It takes time to start such trains and get them up to speed. The problem with which many railroad men are struggling is to keep the slow freight-trains moving rather than to get them stopt. . . . . .

"The sum and substance of the matter is that automatic-stop devices must meet the test of approval by the judgment of practical railroad men, based on years of experience with actual railroad conditions and with appliances employing similar mechanism. . . . For the present any funds available should be devoted to the expansion and perfection of our existing block and interlocking systems, which must be provided in any event and which will eliminate the great majority of collisions; and then, if it is conclusively shown that improved discipline and pride on the part of locomotive engineers in their honorable profession such that they will, of their own accord, cooperate with the managements in their efforts to eliminate careless or incompetent men and make greater efforts to perform their duties more perfectly, all fail to produce the desired results, the general use of a speed controller should be required to check against the single kind of human failure, which is its only function."

COOPERATION OF ANTS—Instances of the apparent co-operation of ants in the removal of relatively large objects are sent us by Rev. Dr. J. O. Thompson, of St. Petersburg, Fla., from whose letter we have space for only an extract. It will be remembered that a recent student of the subject absolutely denies such cooperation. Writes Dr. Thompson:

"One day recently, in a business meeting at the church which I attend, my attention was called to the rapid motion of a dead cockroach on the floor. It was steady and quite rapid, and absolutely without hesitation or change of direction. The motive power was a number, I estimated a hundred, small ants, no one or five of whom could have so much as moved the burden, which was, as I judged, a good deal heavier than the whole crowd of insects which were moving it. Occasionally a fly gets into my house. . . . I have a fly-killer at hand and as soon as one appears I kill—'swat' is the word in common use here—him. The body falls on the floor and in a few minutes it begins to move, and always steadily and undeviatingly in the same direction. I assume that is in the direction of the ants' nest. The motive power is a dozen or two or more very diminutive ants. Now if in these instances ants do not cooperate, how does it happen that there is never any halt or change of direction in the movement, and that if I kill half a dozen flies in an afternoon they all move in exactly the same direction?"

CLOUDS HELPING WIRELESS

SUNSHINE is bad for wireless, the operators tell us. The "reach" of their instruments is much longer by night than by day—sometimes several times as long. The accepted explanation is that the electric waves are absorbed in sunny weather, the absorption being favored by the "ionization," or atomic disintegration of the upper atmosphere by the ultra-violet rays of sunlight. Not only is night favorable for wireless, but Prof. A. H. Taylor, of the University of North Dakota, goes further than this, and believes he has proved that cloudy weather, by interfering with this sunlight effect, is distinctly favorable to wireless transmission. He has noted the occasions when it was unusually easy to converse with far-distant stations, and on each of these the weather-map showed great areas of cloudiness between the stations or in their vicinity. Professor Taylor, in an article contributed to *The Electrical World* (New York, August 30), remarks that if the ionization due to sunlight is unfavorable for wireless, then "it might reasonably be expected that on a night following a day which has been sunny over a long stretch of country between any two stations the transmissivity would be low, while if cloudy conditions prevail over the same area the transmissivity would be high." And "on the other hand, it may be argued that the ionization occurs in regions above the clouds, and that no connection between transmissivity and cloudiness should be expected." This is an interesting and important point for investigation, and, as he notes, there are few stations in this country more favorably situated for the investigation of the problem of absorption over land areas than the radioelectric station of the University of North Dakota, situated, as it is, in Grand Forks, just 1,200 miles from each coast, and within easy reach of the lake district.

After describing the plant at his University and citing in detail a number of conspicuous instances where cloudiness appears to have greatly improved wireless transmission, Professor Taylor goes on to say:

"It would be possible to multiply greatly these instances of the connection between cloudiness and transmissivity, as I have made many random observations after sunny days of the early winter when signals from very few stations were heard, and more often none at all. So far, of some thirty observations I have found only two which do not clearly indicate that a general daytime cloudiness over a wide area is sure to be followed by an evening of high transmissivity. It still remains to be shown whether cloudiness at transmission station or at receiving station is more favorable, altho I am inclined to think that the transmissivity is better when the sunny area, if there is such, affects only the receiving station and its neighborhood. The transmissivity is even then not so good, of course, as it is when the cloudy area includes both the receiving and the sending stations.

"If the connection between cloudiness and transmissivity be conceded, it will be apparent that the general atmospheric absorption does not occur in the regions above the clouds to anything like the same extent that it does in the regions of lower level, which is contrary to previous speculations on this point.

"It would also appear that far northern stations operating in

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summer when the period of sunshine is of long duration should have a shorter range than in winter. It would be of interest to know if the operators of Alaskan and northern Canadian stations have any data bearing on this point."

The editor of *The Electrical World*, while not disputing Professor Taylor's facts or denying their importance, is inclined to think that he has not hit upon the right explanation. Ionization by sunlight, he says, is almost certainly confined to high altitudes, and such conducting layers as exist below cloud-levels could hardly extend their influence over a region 1,500 miles wide. He has another suggestion:

"The rôle of high-frequency currents in the earth's crust is daily being more seriously considered in connection with the problems of radio-signaling. There is a strong probability that at great distances a very large portion of energy received by wireless is set up by free transverse earth-currents. It is known that transmission over water or damp ground is easier than over desert or other dry land. It, therefore, seems easily within the bounds of possibility that the observations of Professor Taylor might be further interpreted by considering that after a cloudy day the earth's surface retains more of the moisture deposited nightly, and so permits the passage of radiated waves and their accompanying earth-currents with smaller conduction losses. It is hoped that other investigators who have made studies of similar conditions may be prevailed upon to place their data before the radio-engineering public, through our correspondence columns or otherwise. Only by comparison of many observations is there any hope of securing sound explanations of phenomena so complicated as those involved in radio-transmission."

MISUSED MATHEMATICS

THAT A MISTAKE is being made by our schools in teaching mathematics as an end in itself, instead of as a mere tool, especially in the case of engineering students, is asserted by a correspondent of *The American Machinist* (New York, August 21) signing himself "Entropy" and hailing from Worcester, Mass. Says this gentleman:

"A serious difficulty in most schools arises from the fact that mathematics is taught as an end rather than as a means, and by mathematicians rather than engineers. To a mathematician the solution of an intricate problem gives all the joy that a square meal does to an engineer. Fortunately there are few mathematical people who look on mathematics as an end, for the world has but a limited number of square meals to offer for that kind of work, commendable as it may be. To the vast majority the only excuse for mathematics is its use as a tool.

"A well-stocked tool-chest and skill in the use of the tools in it is a very desirable thing for a workman to possess. Next to that is a tool-chest with a limited number of the most essential tools and great facility in their use for jobs which may vary slightly from those for which the tools were designed. There is very much of mathematics with which engineering graduates should be much more familiar and sure than they are, and there is much that is usually taught that seems like a great waste of effort.

"Take, for example, the theorems of Euclid; the larger part of them involved labored proofs of perfectly obvious things. Why prove that the opposite angles made by two intersecting lines are equal? Why prove that only one perpendicular can be erected at any point on a line? The only excuse for proving these things is that they train the mind to think logically. All the geometry which an engineer uses with any degree of regularity covers only a very few pages of his handbooks. Why require more from engineering students?

"I do not mean by this that I would take away from students the privilege of studying much more, but it has always seemed to me that a technical school should require very near perfection of attainment in some things and a reading knowledge of many more. Take calculus, for example: very few men have any chance to use it at all. Of these few an infinitesimal percentage use it enough to keep it fresh in their minds. I occasionally, very occasionally, want to use it. Between whiles I forget it, so I wrote out all that I could find any application for, including the common integrations. It takes fifteen typewritten pages and fourteen figures. I did this nearly ten years ago, and this includes all the additions during that time. I am glad to have been through calculus. I am glad in the sense that one feels the power that comes from solving a difficult problem or climbing a mountain. It is probably about the same feeling that impels a hen to roost always on the highest perch. I would like to see a few such things printed in good black type where they occur in a text-book on calculus and then see the professor give his pledge to the class to base his examination on those few things with a 90 per cent. standard for a passing-mark. Would not his students be in a position of still greater power by his so doing?"

Courtesy of "The Electrical World."

THE ROLLER-SKATE IN INDUSTRY.

The deliberate stock-room boy receives a new acceleration.

A NEW USE FOR ROLLER-SKATES—Roller-skates may be profitably used to enable employees to traverse the distances of large warehouses with greater speed, thus giving the injunction to "get your skates on" a new force and potentiality. *The Electrical World* (New York, August 30) cites an actual instance:

"Employees in the storerooms of central stations where the distances traversed are relatively large might find their work facilitated by the aid of roller-skates, a novel departure which is actually in use with considerable success by the Union Street Railway Company, of New Bedford, Mass. This company's storeroom attendants are fitted with skates to accelerate their movements, and they thus save considerable time in getting at stock. When one of the men receives a request for material at the delivery window he skates back to the section of the storeroom containing the required article and promptly returns with it to the delivery window. The use of the skates does not hamper the storeroom employees in mounting ladders for the purpose of reaching elevated bins in which material may be stored, as experience has shown that they are able to mount ladders to reach such places without removing their skates."

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PIANO-PLAYERS AND PLAYER-PIANOS

WHERE SCIENCE touches commerce or industry, popular interest in it is apt to become intensified. When Prof. G. H. Bryan, in a paper on the vibrations of a piano-wire, read before the Physical Society of London last April, gave his opinion that mechanical piano-players could never exactly duplicate the touch of an expert pianist, he probably did not know that he was laying the foundation for a very pretty little quarrel. The manufacturers of mechanical players could never let such an assertion as this go unchallenged, and as for human performers, they seem to have as many opinions as they have individualities. Printed correspondence on the subject has been accumulating rapidly, and THE DIGEST has on file more manuscript material than it can print, from all points of view. It will be remembered that the question at issue is chiefly this: Does the sound of a piano depend only on the velocity and mass of the hammer as it strikes the wire, or can something happen to affect the tone while the hammer remains in contact with the wire? If the former, there should be no reason why a machine could not do all that a human finger can; if the latter, the variations of pressure on the key during contact would be difficult or impossible to achieve mechanically. So much interest has been manifested in this matter that some later opinions than those quoted already are given herewith. In *Nature* (London, June 26), Dr. F. J. Allen, of Cambridge, England, writes:

"Three variables appear to be possible in pianoforte touch, namely:

"(1) The energy of the blow of the hammer.

"(2) The duration of contact of hammer with wire.

"(3) The resonance of the woodwork.

"Of these, (1) will be admitted by every one; (3) should be in abeyance as much as possible, since it is brought into evidence chiefly when the key is struck too hard—beyond the capacity of the wire for harmonic response. . . . . .

"(2) Is assumed by many persons; but the possibility is doubted by others, because the player can not hold the hammer in contact with the wire. The hammer, as mentioned by Professor Bryan, is disconnected from the key, so that at the time of striking the wire it is a projectile.

"At some point in the mechanism, between the key and the hammer, is an arrangement called the 'escapement,' which disconnects the key from the hammer when the player's touch is so deep or firm as to cause the risk of blocking; but when his touch is shallow the escapement is scarcely brought into action.

"In the upright pianos of fifty years ago the hammer was hinged on to a vertical rod called the 'hopper' or 'sticker,' which pulled it back with a variable force, the escapement being below, between the hopper and the key. With a shallow touch in such an instrument it is just possible to avoid bringing the escapement into action, and thus not to hasten the return of the hammer, but the effect is decidedly difficult to produce, and the mechanism has become obsolete owing to its unsatisfactory working.

"In modern uprights the hammer is more free. . . . In the grand piano the hammer is left as independent as possible, so as to ensure rapid repetition. . . . Therefore in the horizontal piano (and probably in the ideal upright) the hammer at the moment of hitting the wire is an unencumbered projectile, and the variables (1) and (2) are not separable.

"It should be remembered that *staccato* and *legato* effects are functions, not of the hammer, but of the damper. But, after all, the most important element in a good touch is the player's ability to strike the different notes in chord with different intensities. The artist instinctively gives their relative importance to the various notes of a chord as surely as to those of a melody; and this is one of the features which distinguish him from the mere executant or the most perfect player-piano."

In a later issue (July 10), Prof. W. B. Morton, of Queen's University, Belfast, Ireland, takes up the discussion:

"With regard to the much-disputed point as to whether it is possible to vary the quality of the note independently of the loudness, this must, I think, still be regarded as an open question. Very positive affirmations are made by musicians on both sides. From a physical point of view the suggestion made by Mr. Tobias Matthay in his work on touch seems to be the only possible way to explain the effect, if it exists, viz., that the quality can be spoiled by vibrations of the hammer-shaft at the instant of striking the string. In accordance with this, Mr. Matthay holds that the tone is good when the final velocity is given to the key gradually, and is bad when the same velocity is imparted by a sudden blow. . . . On the other side, recent German theorists, such as Breithaupt, Steinhausen, and Ritschl, deny the effect altogether. The last-named author holds that good touch consists in the power to produce fine gradations of intensity and in complete mastery of *legato* and the use of the pedal."

Replying to some of his critics, Professor Bryan (July 17) will not abandon the idea that possibly something may happen, after all, in the extremely brief interval when hammer and string are together—something caused by the behavior of the finger that set the hammer flying.

At any rate, Professor Bryan is still sure that the mechanical player can not compete with one having a brain, altho he thinks that it may be greatly improved. He says:

"I think it may be safely said that the mechanical self-assertiveness of the instrument can be reduced to a small quantity of the second order, and can be further reduced by a method of successive approximation. So soon as dynamical considerations are introduced the possibility of accenting notes in chords (*i.e.*, proper chords, not the miserable arpeggios which are so often substituted for them in recently cut music-rolls) becomes evident, and the production of variations of tone-quality by differences of touch is probably much easier when effected this way than when the keys are played by hand. . . . . .

"The absence of these capabilities constitutes the great defect of the commercial player. But the ordinary 'practical man' can not understand anything based on the principles of dynamics and physics; consequently he treats the pressure as if it were constant instead of a very variable function of the time, and the result is an instrument which is mechanical and little else, and can only be played with an unnecessary expenditure of energy.

"I have heard a professional pianist perform a very delicate pianissimo passage in which the accented notes rang out clearly and brilliantly above the background without being played any louder. It was simply a difference of tone-quality produced by a corresponding difference of touch. My dynamically controlled piano-player is quite capable of giving a very approximate reproduction of this effect, whereas I have heard an expert break down hopelessly over a similar passage at an exhibition recital of a commercial machine."

More recently, in the pages of the same paper (July 31), Spencer Pickering tells of some practical experiments that rather favor the commercial player. He says:

"Personally, I have always held, probably with the majority of people, that touch is dependent on such peculiarities, but the evidence seems to be decidedly against it. A note was struck one hundred times in succession so as to produce sound of as nearly as possible the same intensity; on half these occasions it was struck in a pressing, or caressing, manner; in the other cases it was struck sharply; the different kinds of blows were intermingled irregularly, and according to a list previously drawn up, and the damper was held up while the note was being struck. As each note was struck a verdict as to its quality was given by a person sitting out of view of the piano, and this verdict was compared with the character of the blow given. The observer, it should be mentioned, was not a trained musician, but was exceptionally appreciative of what is called touch.

"Discarding all cases where the note had accidentally been more or less loud than the average, it was found that in 49 per cent. of the cases of uniform loudness the effect on the auditor coincided with the character of the blow given, in 51 per cent. the reverse. In another series of 100 notes the values were 51 and 49 respectively. It is evident, therefore, according to this, that different quality of touch produces no difference in the quality of the sound produced."

A correspondent of THE DIGEST, Mr. P. A. Cogswell, an engineer of New York City, writes to us as follows regarding his experience with mechanical piano-players, with which he has evidently been experimenting for some time:

"I found that in about one-third of the compositions in which

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I was interested, I could get as good results as the average trained pianists; in another third, the results were not entirely satisfactory, but the effects produced were still worth while, since one could get a very fair insight into the structure and the musical essence of the compositions. Another third was 'impossible.' In this class were a few of the nocturnes [of Chopin], the Berceuse, etc. By a careful study of tone-color and the mechanism of the piano-player, and, above all, the psychology of listening, I found that in many cases the player gave results superior to the average well-trained pianist, for with the player the tendency was always away from a certain sloppy sentimentality which pervades a great deal of piano-playing and is variously considered to be 'expression.' The player, when skilfully used, has sufficient flexibility to prevent 'woodenness' and to give a dignified, yet thoroughly expressive, interpretation."

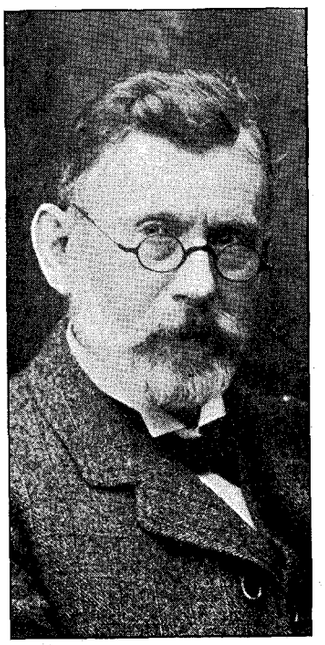
TO HUSH RAILROADS AT NIGHT

THE FACT THAT a Middle-Western railroad advertises that it is a "noiseless route" and asserts that nocturnal employees are "sworn to silence," moves an editorial writer in *The Railway Age Gazette* (New York, August 29) to commend this effort to cater to the public desire for sound and soundless sleep, and to suggest that obnoxious sights and smells might be avoided on trains, as well as ear-torturing sounds. Says this paper:

"It is good . . . to set a high standard, and to let it be known to the public. The ideal having been published in the newspapers, all hands will have a stronger incentive to live up to it. And the high degree of noiselessness already attained on our best roads is only an added reason for making the requirements still more strict; passengers make so many all-night journeys with no disturbance whatever that a single occasional offense becomes a notable annoyance. . . . We would suggest that the trainmen and switchmen are not the only offenders. Various other night noises frequently disturb and annoy the sleeping-car sleeper. . . . . .

"Many passengers find it convenient to board trains at 11 o'clock, or earlier; and in summer they thus lie by an open window in the station for an hour, and may wish to sleep. Among the things which in such circumstances prevent sleep are the pop-valves of waiting locomotives, and the noisy trucks of the men loading express-matter, mail-bags, and baggage. The fact is, that in undertaking to make a big station quiet, even in the night, the railroad manager makes a big contract, and a good many different people have got to be 'jacked up' now and then. Not unnaturally, the switching crews in the freight-yard—who often bang the cars so that the noise penetrates the ears of passengers many rods distant—look upon the demands of the sleeping passengers as pretty stiff, and as based on refinements that workingmen can not sympathize with; nevertheless, passengers have acquired the habit of expecting quiet; in the great majority of cases it is easy to accommodate them, and therefore there is nothing to do but strive for perfection. And in abating nuisances the superintendent or train-master can do good work with sights and smells, as well as noises. Often a passenger in a berth has some little trouble in adjusting the curtains so as to avoid annoyance from a powerful electric light. Barrels of fish on a baggage-truck, under the car-window, sometimes make a passenger wish that he had gone by another road. If the waiting sleeper is set on a track out in the yard, to avoid the noises in the shed, offensive odors from adjoining buildings, swamps, or gutters sometimes intrude.

"Live-stock trains are sometimes stopt alongside of passenger-trains needlessly. The officer who sets out to straighten all unpleasant things of this kind may be tempted to think that he is wasting his time on excessive refinement; but 'trifles make perfection.'"



HE EXPECTS TO FIND A CURE-ALL.

Prof. Paul Ehrlich is looking for a remedy that will be fatal to all disease germs, but not to the patient.

THE SEARCH FOR A CURE-ALL

THE PANACEA, or drug that will cure all diseases, was the dream of the ancient student of medicine. It has not yet been found, nor is it likely to be; yet there is at least one great medical authority who expects to discover it for one particular class of diseases—namely, those caused by bacterial infection. There is nothing illogical in the idea of a substance that is fatal to all bacterial organisms. Indeed, we know already of such substances, but unfortunately those with which we are familiar will kill the patient as well. In an address before the recent International Congress of Medicine, in London, Prof. Paul Ehrlich, famous as the discoverer of salvarsan, announced his hope of obtaining what he calls a "complete radical cure" of all infective diseases. We quote from a report in *The Hospital* (London, August 16). Says this paper:

"Many people associate Ehrlich simply with the much-talked-of salvarsan, his sensational discovery of three years ago; and, outside bacteriological circles, this is perhaps his chief title to fame. It is well to realize, however, that Ehrlich is a man of most exceptional genius, whose bold speculations and imaginative theories have been the outstanding features of bacteriological progress any time this last twelve or fourteen years. Backed by masses of facts, patiently accumulated and ably arranged, Ehrlich's theories had won appreciation and acceptance all over the world long before the conception of his *therapia sterilisans magna* [great sterilizing cure] was given to the world, or salvarsan ('606') invented and put upon the market.

"In the general address, Professor Ehrlich dealt mainly with his theories. . . . He was at great pains to defend his 'complete radical cure' idea of dealing with infective diseases. What he aims at—and had at first hoped to accomplish with salvarsan—is to find some substance so inimical to the microorganisms and parasites of disease that a single injection of it shall kill every one of them existing in the patient. This could, as a matter of fact, probably be accomplished as things are; but only by such a dose of some powerful bactericide as would kill the patient too. Ehrlich's ideal is to find a drug which will kill off the parasites, and yet do no harm to their host, the patient. . . . . .

"This startling conception, nothing less than the cure of all infective diseases by one dose of one wonder-working drug, has not yet been attained, needless to say. But Ehrlich believes he will attain it, or at least that it is attainable; and his accomplishments in the past have been so extraordinary that it would be unduly skeptical to deny altogether the possibility of his dream being realized. Salvarsan, it is now fairly well established, is efficacious against a good many infective diseases, tho it has not the immediate complete radical curative effect which the German professor hoped it would have. Still, it is certainly the most potent drug in existence; and it behooves us to remember that in it synthetic chemistry has achieved a triumph over organic materia medica which would have been deemed totally impossible a few years ago. Now synthetic chemistry is an infant science at present, whereas materia medica is not; so there is no telling what the future may bring about. Abstruse as Professor Ehrlich's defense of his theories was, his audience thoroughly enjoyed his address, and he was given a great reception.

"It will not be surprizing if by the time of the next International Congress in London, Ehrlich's name has been promoted to the company of the immortals—Lister, Pasteur, and the rest. As a matter of interest we may note that the professor is nearly sixty; so that if he lives to see that Congress, and if it meets in London after a similar interval of time to that which elasped between this just concluded one and its predecessor, he will be well over ninety years of age. We wish him length of years to visit us again when that times comes. *Prosit!*"

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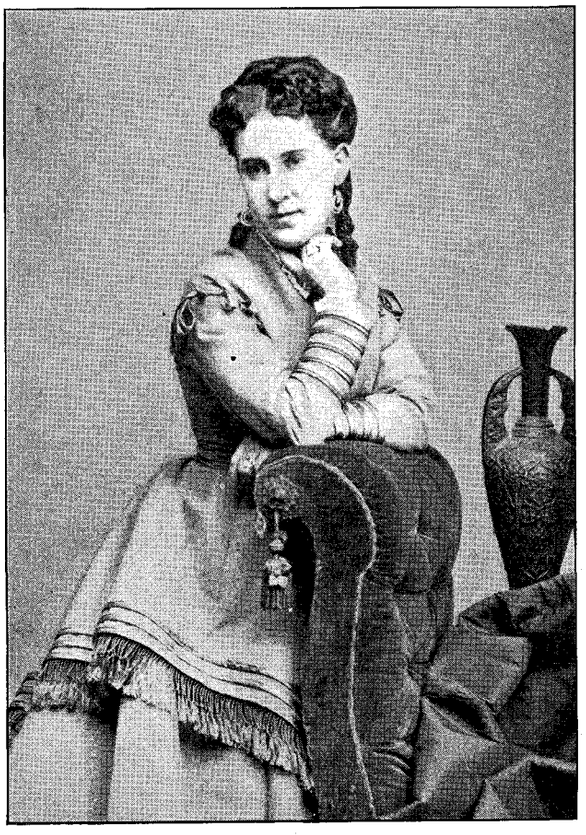
LETTERS AND ART

"FAUST" AS A NOVELTY

IT MAY BE a comfort and solace to fearsome souls who are apprehensive of innovations in music to know that previous panics have been successfully survived. "Faust" seems staid and commonplace enough now, but the same fears invaded our fathers' or grandfathers' breasts when this ante-deluvian opera was a novelty as now come with the strains of Strauss, Debussy, and Dukas. Whether we find it easy to believe or not, we have the word of Clara Louise Kellogg that fifty years ago Gounod's masterpiece was "just as startling, just as strange, just as antagonistic to our established musical habit" as the innovations of to-day. And she ought to know, for she tells us in *The Saturday Evening Post* the story of the first production of "Faust" in America when she figured as the first *Marguerite* of the New World. And she gives us, too, a glimpse of the revolution that has taken place in the intelligent appreciation of music, as well as the intellectual curiosity concerning it:



CLARA LOUISE KELLOGG-STRAKOSCH

About the age when she sang *Marguerite* in the first production of "Faust" in America, under the management of Max Maretzek.

"There was very little general enthusiasm before the production of 'Faust.' There were so few American musicians then that no one knew or cared about the music. Neither was the poem much read. The public went to the opera-houses to hear popular singers and familiar airs. They had not the slightest interest in a new opera from an artistic standpoint.

"I had never been allowed to read Goethe's poem until I began to study *Marguerite*. Then even my careful mother was obliged to admit that I should have to familiarize myself with the character before I interpreted it. It is doubtful, even so, whether I entered fully into the emotional and psychological grasp of the rôle. All that part of it was with me entirely mental. I could seize the complete mental possibilities of a character and work them out intelligently long before I had any emotional comprehension of them. As a case in point, when I sang *Gilda* I gave a perfectly logical presentation of the character; but I am very sure that I had not the least notion of what the latter part of 'Rigoletto' meant. Fear, grief, love, courage—these were emotions that I could accept and with which I could work; but I was still too immature to have much conception of the great sex complications that underlay the opera that I sang so peacefully. And I dare say that one reason why I played *Marguerite* so well was because I was so ridiculously innocent myself.

"Most of the *Marguerites* I have seen make her too sophisticated, too complicated. The moment they get off the beaten path they go to extremes, like Calvé and Farrar. It is very pleasant to be original and daring in a part, but anything original or daring in connection with *Marguerite* is a little like mixing red pepper with vanilla blanc-mange. Nilsson, even, was too—shall I say, knowing? It seems the only word that fits my meaning. Nilsson was much the most attractive of all the *Marguerites* I have ever seen, yet she was altogether too sophisticated for the character and for the period, altho to-day I suppose she would be considered quite mild.

"Lucca was an absolute little devil in the part. She was also one of the *Marguerites* who wore black hair. As for Patti—I have a picture of Adelina as *Marguerite* in which she looks like Satan's own daughter, a young and feminine *Mephistopheles* to the life."

There was in those days nothing like the recent first-night rush to hear "Salomé" or "Electra":

"On the first night of 'Faust' there was a good house, because frankly the public liked me. Nevertheless in spite of me the house was a little inanimate. The audience felt doubtful. It was one thing to warm up to an old and popular piece; but something untried was very different. The public had none of the present-day chivalry toward the first try-out of an opera.

"Mazzoleni, of the cheese addiction, was *Faust*, and on that first night he had eaten even more than usual. In fact, he was still eating cheese when the curtain went up, and munched cheese at intervals all through the laboratory-scene. He was a big Italian with a voice as big as himself, and was in a measure one of Max Maretzek's finds. Maretzek had taken an opera company to Havana when first the war slump came in operatic affairs, and had made with it a huge success and a wide reputation. Mazzoleni was one of the leading tenors of that company. He sang *Faust* admirably, but drest it in an atrocious fashion, looking like a cross between a Jewish rabbi and a Prussian gendarme. Of course, he gave no idea of the true age of *Faust*—the experienced, mature point of view showing through the outward bloom of his artificial youth. Very few *Fausts* do give this; and Mazzoleni suggested it rather less than most of them. But the public was not enlightened enough to realize the lack.

"At first every one was stunned by the new treatment in the opera. In ordinary accepted operatic form, there were certain things to be expected—recitatives, andantes, arias, choruses—all neatly laid out according to rule. In 'Faust' everything was new, startling, overthrowing all traditions. About the middle of the evening some of my friends came behind the scenes to my dressing-room with blank faces.

"'Heavens, Louise,' they exclaimed, 'what do you do in this opera anyway? Every one in the front of the house is asking: "Where's the prima donna?"'

"Indeed an opera in which the heroine has nothing to do until the third act might well have startled a public accustomed to the old Italian forms. However, I assured every one:

"'Don't worry. You'll get more than enough of me before the end of the evening!'

"The house was not much stirred until the love-scene. That was breathless. We felt more and more that we were beginning

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to get our audience. There were no modern effects of lighting; but a calcium was thrown on me as I stood by the window, and I sang my very best. As Mazzoleni came up to the window and the curtain went down there was a dead silence. Not a hand for ten seconds. Ten seconds is a long time when one is waiting on the stage. Time and the clock itself seemed to stop as we stood there motionless and breathless. Maretzek had time to get through the little orchestra door and up on the stage before the applause came. We were standing as tho paralyzed, waiting. We saw Maretzek's pale, anxious face. The silence held a second longer; then the house came down. The thunders echoed and beat about our wondering ears.

"'Success!' gasped Maretzek. 'Success! Success! Success!'

"Yet read what the critics said about it. The musicians picked it to pieces, of course, and so did the critics, much as the German reviewers did Wagner's music dramas. The public came, however, packing the house to more than its capacity. People paid seven and eight dollars a seat to hear that opera, an unheard-of thing in those days when two or three dollars was considered a very fair price for any entertainment. Furthermore, only the women occupied the seats on the 'Faust' nights. I speak in a general way, for there were exceptions. As a rule, however, this was so, while the men stood up in regiments at the back of the house. We gave twenty-seven performances one season; seven performances in Boston in four weeks; and I could not help the welcome knowledge that, in addition to the success of the opera itself, I had scored a big personal triumph.

"As I have mentioned we often took wicked liberties with operas, such as introducing the 'Star-Spangled Banner' and similar patriotic songs into the middle of Italian scores. But nothing could give any one so clear an idea of the universal acceptance of this custom of interpolation as the following criticism, printed during our second season: 'The production of "Faust" last evening by the Maretzek troupe was excellent indeed. But why, oh, why, the eternal Soldiers' Chorus? Why this everlasting, tedious march, when there are so many excellent band pieces on the market that would fit the occasion better?' . . . . . .

"Of course I did not know what to wear in my new part. My old friend, Ella Porter, was in Paris at the time and went to see Carvalho in *Marguerite* especially on my account, and sent me rough drawings of her costumes. As I did not like them very well I studied Von Kaulbach's pictures and those of other German illustrators and designed my own costumes. In the face of all comment and suggestion I wore in the first act a blue dress trimmed with brown, and it looked very well. Every one said I ought to wear white. Another one of my points was that I did not try to make *Marguerite* angelically beautiful. There is no reason to suppose that she was even particularly pretty. 'Henceforth,' says *Mephisto* to the rejuvenated *Faustus*, 'you will greet a Helen in every wench you meet!' In the church-scene I wore gray and at first a different shade of gray in the last act; but I changed this eventually to white, because white looked better when the angels were carrying me up to heaven.

"As for the cut of the dresses I seem to have been the first person to wear a bodice that fitted below the waist-line like a corset. No living mortal in America had ever seen such a thing, and it became almost as much of a curiosity as my wonderful golden wig."

PAULINE LUCCA,

Who, tho she looks mild enough here, was "an absolute little devil" in the part of *Marguerite*.

SONGS THAT SAILORS SING

IT IS A RATHER curious contradiction that the supposed "sailors' songs," as the world accepts them, find no favor with the "salts" themselves. Such a one was "Nancy Lee," which everybody ashore sang a generation ago and straggling vocalists manage to revive now when the demands of ragtime are not too imperious. The composer of "Nancy Lee" has lately died in England, and tho he published under the name of Stephen Adams his real name was Michael Maybrick. This song is not his only title to fame, however; for "The Blue Alsatian Mountains," "The Midshipmite," "The Star of Bethlehem," and "The Holy City," were his also, and the last of this list may still be heard on popular programs. Some of the notices printed about this composer in English papers scout the idea that so well-written a song as "Nancy Lee" can ever lose its popularity. It is a "breezy song of the sea," says the London *Evening Standard*, "which Englishmen loved and adored because it gave an ideal picture, all Englishmen being at heart idealists." The peculiar quality of this song leads *The Standard* to give some interesting facts about sailors' songs:

"Probably Mr. Michael Maybrick himself never for a moment imagined that he was writing a real sailors' song of the sea. In fact, such a thing hardly exists. The songs chiefly sung and beloved by sailors refer to the land. 'Mother Kissed Me in My Dreams,' and 'Father, Dear Father, Come Home with Me Now,' are their favorites. The somewhat mawkishly sentimental seems to agree with the constitution of the 'troglodytes' of the fo'c's'le. Nor are they to blame. The inclination is at least as old as Dante, who, being translated, wrote 'Now was the hour that wakens fond desire In men at sea and melts their thoughtful heart,' etc. Next to these sentimental ballads sailors have loved what might be called the utilitarian chantey with long-drawn out and mostly meaningless phrases suitable for lightening the weary jobs centered in the capstan or windlass. The French sailors' 'J'ai du bon tabac dans ma tabatière' is an example, or that best of all the chanteys, which Sir John Tenniel was once so fond of singing, 'Farewell and adieu to you, Spanish ladies.' A good second to this came 'Sally Brown, she's a bright mulatter,' which also, it will be observed, has nothing whatever in it of delight in the sea. It is the landsmen who hymn the glories of the sea. Shakespeare could write of the 'cradle of the rude imperious surge' without once going on shipboard: neither Ruskin, who chanted of 'the subtle, fitful, implacable smiting of the black waves, all the Atlantic rushing on behind them to their help,' nor Shelley, who sang of how 'the Atlantic's level powers cleave themselves into chasms,' knew much more of the sea than the Channel.

"Mr. Maybrick wisely took the idealist line, composed and sang songs which the sailor may possibly sing in some future epoch of the world's history, tho not a single sailor chants them now. In this he was possibly less fortunate than Dibdin—another landsman—whose 'Tom Bowling' did actually have a certain vogue among the sailors of Nelson's fleets and even contributed not a little to the allaying of the discontent which

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came to a head in the Mutiny at the Nore. But it is all the man in Dibdin's song: there is no breath of sea air, no swing of the waves."

Mr. Maybrick's "fighting-song," "The Midshipmite," is "even further away from actuality":

"It contains none of that tremendous enthusiasm which inspires Rouget de Lisle's great song, and, on the other hand, it is above the standard of the rather whining and sentimental, or

CHRISTINE NILSSON.

According to Mrs. Strakosch "the most attractive of all the *Marguerites*," yet "altogether too sophisticated for the character and the period." To-day she "would be considered quite mild."

callous and thick-skinned, or frankly farcical ditties sung round watch-fires. Two of the most favored songs in the Indian Mutiny were: 'We Will Catch the Whale, Brave Boys,' and 'Oh, Save Me a Lock of Your Hair.'

"Perhaps the chief failing of Mr. Maybrick was that he allowed the fashionable sentimentalism of the day to color his songs. The old ditties, if not jovial in the text, were astonishingly light-hearted in their music. That fine old Irish song, 'My Love, Nell,' with its refrain, 'Oh, I weepit and I wailit, as the big shipe sailit To the shores of Americee,' had an air that was full of jaunty and comical music. Later on it was slowed down to suit the demands for pathos. The same transformation has frequently been practised. Battle-songs again are frequently almost brutal in their callous joviality. Meredith hit off the right spirit exactly in his 'Chillianwallah,' with its lines, 'Twas as good to be there as at Donnybrook Fair, With no police when the fun is over.'

"Yet human nature undoubtedly demands pathos in its songs, in practical America as much as anywhere else. What so pathetic as 'The Old Folks at Home,' or 'Dixie's Land'? So Mr. Maybrick's 'Holy City' will live with all its tender melancholy, live longer perhaps than that song which has already taken its place in the repertoire of morris-dancers, 'The Maid of the Mill.' Tho sentimental, there is nothing mawkish about these compositions. They ring true."

"Nancy Lee," we are told, is almost as familiar in Germany as in England or America.

ITALY'S NOVELIST OF LOVE AND CRIME

TO DEPICT the crime of murder with a sympathetic view of the murderer would be a difficult feat for Anglo-Saxon novelists. But the South of Europe presents a life where love and death are often swift upon each other's heels, and their appearance in the literature of that country is consequently frequent. It is an odd fact that women in Italy succeed so well in this difficult literary feat. Hitherto it has been the Neapolitan Matilde Serao whom the average English reader has best known for her powerful tales of passionate southern life. But Sardinia, it appears, furnishes a writer of equal attainments in Grazia Deledda. She has a large public, we are told, not only among the people of her native land, but also among the Italian population of America. Her recognition in France and Germany is also wide, according to Mr. Herbert Stegemann, who pays her a glowing tribute in *Die Literarische Echo* (Berlin), the more impressive since he is obviously no great admirer of female abilities in general. He calls Deledda the greatest exponent in Italian letters of the psychological romance, "which, whatever one may think of its esthetic value, remains the weightiest human document of the present—the only form adequate for the complicated life of our day." So far only one of her novels, "Ashes," has appeared in an English translation.

Signora Deledda was born, some forty years ago, in Sardinia, and her love of portraying the scenes and characters of her birthplace has led to the accusation that she is too circumscribedly a "local colorist." Mr. Stegemann answers this criticism by saying:

"It is true that she never feels so much at home as upon the mountainous soil of her native Sardinia, whose mighty nature and whose primitive, antiquely sublime civilization—entirely different from that of the rest of Italy—correspond so peculiarly with her tragic temperament. But the spiritual conflicts which she portrays lift themselves above the level of the merely local to that common humanity which is the first and last goal of all great art."

Moreover, the critic finds that she exhibits the same keen observation as in her Sardinian stories when writing of a different theme, as when describing lower middle-class life in "Nostalgia" and "Shadows of the Past." He continues:

"The art of the Deledda shows that precious freshness and immediacy of sensation and portrayal which are not often found in the work of artistically creative women, but when it is so found is exceptionally marked in character. If she is a psychologist the temptation to which most of our modern psychologists fall victims is far from her—the temptation to present a psychological thesis . . . instead of living characters and molded destinies. The Deledda's primary vision is always of characters—sharply defined, living figures; suffering, struggling, hoping human beings, and her problems are an outgrowth of these characters."

In the preface to "Nostalgia" Signora Deledda asks that her work be regarded as "a simple portrayal of a slice of our modern life, so multiform and interesting, which, now merry, and oftener sad, but always beautiful, is like an autumnal tree laden with rich fruit, some of which is worm-eaten, and bearing both green and withered leaves." Mr. Stegemann continues:

"This, then, is the theme of the Deledda—the human soul in struggle with strong passions, with those mighty elementary instincts which have always formed the chief strength of the heart and which draw men aside from the well-paved paths of duty and propriety. The authoress is not without a certain sympathy for these elementary tendencies, and at any rate she so illumes them with the light of her art that her heroes, if not absolved, are at least psychologically comprehensible. . . . In 'Nostalgia' her hero sinks so deep as to sell his love; in the 'Paths of Sin' she shows us a robber and murderer whom every bourgeois moralist would shun with deep abhorrence. But both act under the resistless compulsion of the *daemon* who causes the

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strongest to fall; both become criminals through that passionate love which ennobles humanity even in its downfall."

The critic finds this the dominant motif in all of Signora Deledda's strongest work. She does not shrink from portraying the most violent emotions, and in her most beautiful romances, in "Elias Postolu," "The Ivy," "After the Parting," "The Path of Sin," the action is based on murder.

"It is not crime in itself which attracts her, but the whole human being, from whose individuality under certain conditions crime is an irrevocable necessity. In the art of the Deledda there is a breath of the antique Fate, no longer shown as an iron external compulsion, but as the rigid mechanics of events, environment, and inherited disposition. In the shadow of this Fate the hero seems to us even in his fall still great and worthy of the purest sympathy."

The drama "L'Edera" ("The Ivy"), which appeared only last year, is accounted Grazia Deledda's finest work. Mr. Stegemann finds in this an illustration of the remarks just quoted:

"*Annesa*, the daring and deeply feeling heroine of 'The Ivy,' this creature compact of the purest love and the most heroic self-renunciation, . . . kills an old sick man incapable of defending himself—and this after the calmest and completest consideration. It is a striking witness of the power of characterization of her creator that in spite of her crime our sympathy for the heroine never wavers for an instant. We perceive that her act is based on a higher law of love—that love which is uplifted far above mere desire and is gradually transformed into that sublime *caritas* before which, in Schopenhauer's noble words, all the wisdom of the world grows pale as torches and candles before the sun. This sublimated love is the ultimate expression to which the whole art of the Deledda tends—it is the word which alone can solve the riddle of this tangled and suffering existence. . . . It is unforgettable how *Annesa*, after the murder which she has committed to save her lover, *Paul Decherchi*, is crusht by the sense of guilt, how she makes atonement by a life of penance and humility, being at last united to her lover only when both have grown old: here all that is essentially erotic is stript away, and that love which thinks not of man and woman takes its place:

"In 'Ashes' also love is the final word of all wisdom: *Anania*, proud and ambitious, is wrecked because he can not comprehend his relation to his unhappy mother from the standpoint of love, but only from that of abstract duty."

The critic finds Signora Deledda at her best in the limning of feminine characters, of which her works present a rich variety of types:

"In contrast to *Annesa's* elemental simple magnanimity, stands the complex Mme. Bovary type of *Regina* in 'Nostalgia,' this passionate, fanciful creature stretching out her hands to all the glitter and gaiety of life and driving her husband, *Antonio*, to deeds of sin and shame. He sells his love to a wealthy foreigner in order to furnish his beloved with the means of luxury. The psychic development of this husband and wife . . . is portrayed with great penetration, and that of *Regina* especially lays bare the depths of the female soul. . . . . .

"One of the most interesting female characters to be found . . . in all recent fiction is that of *Maria Noina* in 'The Path of Sin.' She is nowise the ordinary siren who drags her victim on to the path of sin, but an aristocratic figure surrounded by the most delicate charm of femininity, and passionately craves all things great, beautiful, and sublime. At first she can not bring herself to listen to the servant *Pietro*, socially so far beneath her. She demands bold and decisive deeds from her lover before she bestows herself upon him. Rather would she belong to a criminal than to some humble and bloodless creature. *Annesa*, *Maria Noina*, *Regina:* these three figures alone would assure their creator of a lasting place in literature, and assuredly they breathe warmer and deeper life than the countless pathologic female persons with which modern writers seek to entertain us."

Mr. Stegemann finds many other interesting types in the Deledda gallery. She is lacking, however, "in the humoristic figures beloved of the English novel," which he finds natural because of the tragic cast of her temperament. She has no gift for depicting mundane types, either, but is at her best describing the scenes as well as the people of her native Sardinia.—*Translation made for* THE LITERARY DIGEST.

BRIDGING EAST AND WEST IN ART

IT SEEMS that Kipling's lines about the East being East and the West West may have other significances than just his idea of the eternal separateness of Occident and Orient. There have hitherto been an occident and orient in art matters in our own little United States, but that "the twain" may meet at last in the Panama-Pacific Exposition is the hope of the interesting little journal of the American Federation of Arts—

GERALDINE FARRAR,

Who with Calvé goes to extremes in the part of *Marguerite*, and produces the effect of "mixing red pepper with vanilla blanc-mange."

Art and Progress (Washington). The service hoped for from the exposition is of this nature:

"It may, and we trust it will, bring into closer fellowship the artists, art institutions, and art lovers of the East and the West. At far reach, the Orient and the Occident—nearer home, the Atlantic and the Pacific slopes. There is no lack of love of art on the Pacific Slope, nor of art production. Notable, indeed, are some of the private collections in Portland, San Francisco, and other Pacific Coast cities. But it is true that at the present time the Pacific Slope is cut off from participation in the general activities in the field of American art which would seem to extend as far but, generally speaking, no farther than Denver. The traveling exhibitions sent out by the American Federation of Arts, or by the several museums, rarely cross the Rocky Mountains; the artists of the Pacific Slope seldom exhibit in Eastern cities. To be sure the cost of transportation is a large factor in this situation, but it is not wholly responsible; there is a barrier which, while natural, can be overcome. Contact will do it, and this the Panama-Pacific Exposition should provide. Artists from the East are working with artists of the West, designing the buildings, decorations, landscape features, and sculpture which will combine to make a city of dreams such as has not been seen before. They are working now shoulder to shoulder, side by side, and they are unconsciously cementing unions which will survive. In 1915 the stream of travel will turn to the Pacific Coast. . . . And the works of the Eastern artists will be shown with those of the Western artists, and their achievements and efforts will thereafter be of interest to one another; the East will invade the West and be no more shut out."

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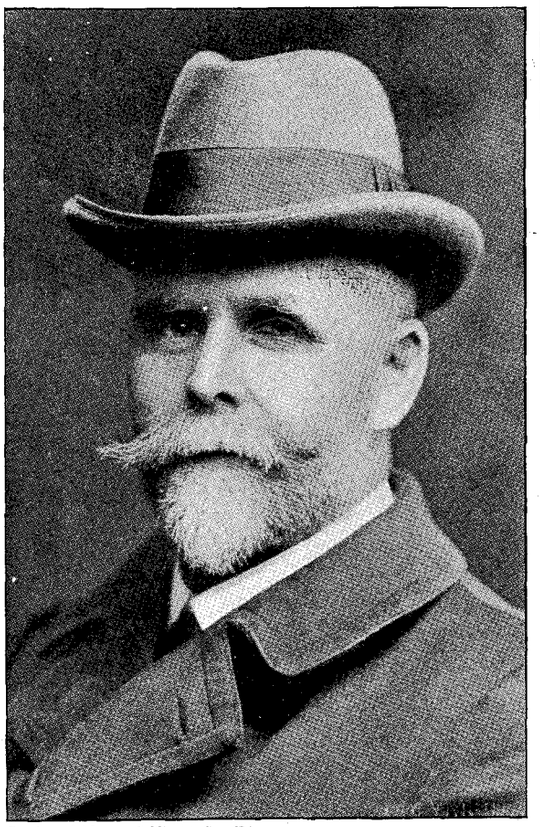
RELIGION AND SOCIAL SERVICE

DAN CRAWFORD, OF AFRICA

A MAN who has shot more lions than Theodore Roosevelt ever saw, who has met the African negro in a jungle as dense as Livingstone ever knew, and who for an unbroken stretch of twenty-three years has carried the Word of God and the white man's knowledge hundreds of miles into the Dark Continent—such is the picture given by a writer in *The Advance* (Congregationalist, Chicago) of Dan Crawford, missionary, explorer, and author of "Thinking Black," which he calls "the most original and fascinating book in African missionary literature." After Dan Crawford has preached a little while "to us pagans in America," we are told, he will return to Africa "in the hope of dying a few hundred miles farther inland and marking with his grave another mile-stone of the advance of Christ's kingdom." Altho he has seen bloody murders, "unnamable cruelties, and unmentionable abominations in life and conduct," yet he is cheerful, exuberant, optimistic, with "a twinkling eye, a merry laugh, and a sunny faith." The bad African, he says, is almost as bad as the bad American or Englishman, and he thinks "the worst men among them have barely conscience enough to light them to hell." Dan Crawford speaks to the writer in *The Advance* in English, he remarks of himself, "but I think in Bantu, the language I had to learn in Africa,—a wonderful language into which I had the incomparable privilege of translating the Word of God." He reminds us that when he went into the land "the natives had no books and used only a spoken language," and he proceeds:



Courtesy of Advance Publishing Co., Chicago.

DAN CRAWFORD,

Who speaks English, but thinks in Bantu, the language into which he translated the Bible.

"When I took to Oxford the other day my grammar of that language, I showed them a tongue that has 33 tenses for the verb, 10 voices, and 19 genders. What is your puny English to that? What has English in the way of tenses? Almost nothing, no aorist, no future! Oh, yes, I know, you have faked a future tense with the verbs 'shall' and 'will'; but this is no future tense, and you adopt all manner of devices to make tenses your poor, cold, bald language does not have. We have futures, several of them. We have an immediate future and a proximate future, and a deferred future, and a progressive future, and a completed future.

"We have 19 genders. The African is far too modest to make sex—the most private and delicate of all distinctions—the basis of his categories in the classification of nouns. There are 19 categories. Everything that has a vascular system is in one. All long things, palms, cane, tall grass, are in another; all short, blunt, or round things in another; all hard things in another; all soft, flabby things in another. You would need an adjective for each of them. Not so the man who thinks black. He has 60 sounds. It is difficult to represent them with 24 letters. A changed prefix makes the difference. The thousands of verbs all end in 'ali'—a most musical ending. And can you imagine a language thus highly inflected and in which it is impossible to speak ungrammatically? It is so; the initial letter of the principal word gives all—as if you were to say, not 'God is love,' but 'God gis gove.'"

It was many years, however, before Dan Crawford completed his grammar and his translation of the Bible. All that time he had to be "a walking, talking Bible," and he says of his labors:

"Missionary work is hard, but there is a great glory in going without. I could tell you the romance of a pair of shoes that came to me in my need in the heart of the jungle; Elijah's God is not powerless now. Then there is the great law of compensation. The natives have no note-books, but they have wonderful memories; I visit them once in ten years and they can repeat my sermon, word for word, so keen is their memory. They have no artificial light; they call such lighting 'lighting God,' for they think that he has drawn down the blinds for them to go to sleep, but they have instead most wonderful eyes. They have no shoes; David Livingstone, who first came among them with boots, is called all over Africa Mr. He Hath No Toes. But their ten toes are so strong that they can trust them where I with my boots dare not go. God compensates us in his own way.

"Civilization is creeping up toward them from the south, where it means mines and liquor and sadness. When I told my native friends, as I left them at the head of the railroad, of all your wonders to-day, traveling in and under the earth and water, and tried to impress them with these modern 'improvements,' they said: 'Better off is not to be better.' In that is a whole system of ethics. They know the immortality of the soul; it is not even questioned from one coast to the other; with them the body is but the cottage of the soul, death is not departing but arriving. God is his own pioneer, and in the heart of Africa, black, 'heathen' Africa, he had preceded us, and there everything tells of him."

As did Cecil Rhodes, so Dan Crawford went to Africa to be cured of consumption, and he was cured. Also as did Cecil Rhodes, he found wealth there, not material wealth, "but the riches of human life awaiting the Gospel." His greatest obstacle in dealing with the aboriginal black, he tells us, is the slave-trader; and when his interviewer brought up the question of cannibalism, Dan Crawford retorted:

"Cannibalism? Oh, to be sure! It is not nice! I make no apology for it. But try for a moment to 'think black' with me. Come, and let us tell some of these cannibal people that in the Balkans white men fought till 4,000 were killed on one side and 5,000 on the other, and he will cry out in horror, 'Oh, venom of the serpent who slays, and not to eat!' Murder is not very pretty anywhere, and what is done with the flesh afterward is

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not the only point worth considering. After all, when you read of war between white men, how much do they lack of being cannibals? . . . Even our most glorious message meets the taunt of the black man. Once when I was telling the story of the cross, a chief named Malemba interrupted me, saying: 'You white men are a bad lot. You killed the Boso One: we kill only criminals, and instead of being ashamed you cross the sea to come and tell it!' Do not think I apologize for their sin—and it is sin. . . . The Gospel of God is what we need and what they need. The night cometh when no man can work. Afar the golden-crested crane is calling. I must go back to Africa!"

VACATION BIBLE-SCHOOLS

THE DOORS of the regular day-schools have opened in nearly every city and the vacation Bible-schools have for the season passed into history, but the session of 1913 records 50,551 pupils in attendance in the 216 schools scattered throughout 34 cities. It is fourteen years since they were first started, and their growth has been continuous. They make use not only of idle children and idle churches, but idle college students as teachers. Of these latter the past summer employed 921, representing 28 colleges. In New York City there were 31 schools, with 6,009 children enrolled. Wellesley, Vassar, Mount Holyoke, and Yale maintained schools in New York this summer. Mr. John Wanamaker, who is interested in the movement, said at the opening of the season that thus was provided "a practical demonstration that the church is not only a place of worship on Sundays, but is to be used all the week in service to humanity." *The Christian Herald* (New York) observes:

AMONG THE CHINESE CHILDREN

Of New York is one of the most interesting vacation Bible-schools.

"It is easy to become enthusiastic about this good work. It goes far toward solving a number of problems that have long caused much perplexity. The problem of the idle child on the city streets is no easy one. With the restraints of school discipline and school tasks lifted, it is much easier to fall into mischief than to be good. Then, too, the problem of getting the Bible into the minds of our school children is one that is baffling the wits of religious leaders. Further, there is the problem of the cold, grim church, dull and forbidding, and shut during the sunny summer days. It has been an easy matter for children to come to think of the church as a place in which it was difficult for childhood to feel at home. The Daily Vacation Bible-School answers all these problems at once. It throws the churches open to week-day sunshine and week-day childhood; it gives the children a chance to study their Bibles under regulations something like those of their public-school life and at the same time to the accompaniment of a kind of cheer and play that are out of place in the Sunday-school; it takes them off of the streets and keeps them interested for a good many week-day hours in wholesome work and study and recreation."

In the New York *Press* an article by Mary Kendall Hyde attributes the origin of this movement to Mrs. W. A. Hawes, from whom Mrs. Hyde quotes as to the origin of the schools:

"The first summer Bible-school was held in Hoffman Hall, 324 East Seventy-first Street, in a room that had been a beer-garden. The school was started July 12, 1899 (two weeks after the close of the public schools), with an attendance that first day of 114 boys and girls. So many children made it necessary to rent three rooms instead of one. The session was held from 9.30 to 11.30 every day except Saturday. Three teachers gave instruction.

"The following summer (1900) the Epiphany Baptist Church Sunday-school room was used for the first two weeks, but owing to the complaint that it was too far from the children's homes and they felt they must dress differently to go into that neighborhood, the loan of the Alumni Association building of the Normal College on East Seventy-second Street was obtained for the remaining four weeks. With the public-school buildings open in the same block, and all sorts of games going on, the school was overcrowded with children who wanted to learn the Bible. The teachers could not receive all who applied. Besides learning the Ten Commandments, the Beatitudes, the Lord's Prayer, and many psalms, they were taught much of the Old and New Testaments.

"The third summer, 1901, a whole house, No. 183 East Seventy-third Street, became the home of the East Side Institute, as the school was then called. The following year Knox Presbyterian Church, on East Seventy-fifth Street, was obtained, and found to be admirably adapted for the purpose, having six separate rooms, besides the main auditorium. There was an average attendance of about one hundred boys and girls, and a modest leaflet of four pages—3 x 4 inches in size—was issued as an appeal for contributions in order to enlarge the work."

From such beginnings has grown a movement national in scope. Mrs. Hawes called hers an Every-day Bible-school. She engaged three teachers, who taught one hundred children. A little more of history is here given:

"Various denominations and religious organizations have developed the original idea along individual lines, altho there is general similarity of plan and program. As Mrs. Hawes was a Baptist that denomination naturally was the first to espouse the cause, and in 1901 the Baptist Mission Society began to use the unoccupied rooms of mission churches for summer schools. Four years later the Federation of Churches united in the work, and churches of many denominations thus became actively interested.

"In 1907, the National Federation of Churches, responding to a demand for similar schools in other cities, undertook to extend the work, and subsequently the National Vacation Bible-school Committee came into existence. Then the denominational note sounded again, and the Board of Home Missions of the Presbyterian Church, through its department of immigration, began in 1911 to locate vacation schools in densely populated immigrant communities. The newest group—the baby among Bible vacation-schools—has appeared this year, when several of the Episcopal churches united for reasons of economy and efficiency.

"Yet withal, there is unity of purpose and ideal . . . much the same line of Bible stories and teachings is followed."

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ABSENTEE SHEPHERDS

THE CRUX of the rural-church problem of the South and West is to be found in its absentee pastors. For the most part ministers live in places other than their preaching-posts, and visit these pulpits as a lecturer comes to a platform. What the country people most need is a pastor, says the Rev. Warren H. Wilson in reviewing the discoveries made by the work of the Department of Church and Country Life of the Presbyterian Church. With the pastor at hand it would be easy to conduct the evangelistic work the country places so much desire and need. "In the country the people are ready for evangelistic work," asserts Mr. Wilson, in *The Herald and Presbyter* (Cincinnati). "It is their customary method throughout the United States, and it is an excellent method." But, continues this writer, "the hardest task we have faced is the enlistment of pastors for rural congregations."

ST. AUGUSTINE'S VACATION-SCHOOL.

"One of the practical demonstrations," says Mr. John Wanamaker, "that the church is not only a place of worship on Sundays, but is to be used all the week in service to humanity." There were 216 such schools held this summer.

"We have found it almost impossible to find ministers who will live in the country with the farmers. Among the forty-four churches of this presbytery, only two have installed pastors giving all their time, and only four have pastors living at any of the points at which they preach. The other men live where they do not preach and preach where they do not live. This is the rule throughout the West and South. The Presbyterian system, with its conception of a pastor living with his people, has broken down in the open country, or, rather, we have never yet built the system for which our Church stands. Puritanism—all that Protestant tradition which is associated with an educated ministry—depends for its furtherance upon the life of the minister as a part of the life of his people. We inherit not merely a preachment. The very gospel we preach depends for its administration and its application upon the 'teaching elder' and pastor who lives among the people and ministers to them all the days of the week in the things of the Word. This is the great issue in country life: to bring the churches of the country up to the standard which has been attained in some measure in our older States, and to make the minister of our church not merely an absentee preacher, but a watchman and a statesman on the lookout for his people all the time, and mindful of their every need.

"In Ohio we found that of the owners of the farms three out of ten are absentees, but of the preachers in the churches nine out of ten are absentees. In this the Presbyterian churches differ but little from the others. We found that the presence of a resident pastor in the villages and rural churches doubles the evangelistic power of the churches, for of the churches with pastors just twice as many are growing as are to be found growing and increasing among the churches without resident pastors. The main essential, therefore, to evangelistic power and the extension of the Church is the settled pastor."

What is true of Ohio must be repeated with amplification in the country districts of the West and South, where the number of ministers is less, where big cities are fewer and colleges and seminaries are not so many nor so near at hand. What this Department is endeavoring is—

"To awaken among the people themselves in these churches the conception of the church as a home of the people and a house of God. We find that the officers and the members of the churches are keenly alive to this use of the church, and we believe that young people will be attracted to the ministry and young men will offer themselves as candidates for the ministry, just in so far as they see the church is a great, and not a little institution, a house of every religious and human interest, rather than a mere preaching station to be used one day in the month.

"For the custom in wide territories is to close a country church on three Sabbaths of the month for preaching and to open it on only one Sabbath of the month. This results in the strange situation that one-half of the Presbyterian country churches are closed for preaching every Sabbath of the year. The actual number is 3,323 country churches, which on any Sabbath of the year are not open for the preaching of the Gospel. In this the Presbyterian Church conforms to the custom of other rural denominations. The missionary secretary of one Southern communion is responsible for the statement that 6,000 churches of their denomination are closed on every Sabbath of the year, and the missionary secretary of another Southern church adds that, of their denomination, 10,000 country churches on every Sabbath of the year are closed.

"Our difficulty in the country is the difficulty which confronts every missionary board in its work for the extension and establishment of the church. It is to assemble the divided and fractional work of the rural ministers into pastorates. That is, to bring back again the ministry of a man of God to a combined and unified people. . . . . .

"In a Missouri conference last fall a non-Presbyterian minister, who was a late speaker on the program, acknowledged, with grim humor, that he had come to rebuke us for lack of sympathy with the country situation, but he was forced to acknowledge that he himself—and others like him—was the sinner; for, he said, 'I live in Louisiana (Missouri), where I do not preach. On the first Sabbath of the month I preach nine miles from Louisiana; on the second Sabbath, twenty-five miles in another place, passing on my way to that church several Baptist churches; on the third Sabbath of the month I preach forty-one miles from Louisiana, and on the fourth Sabbath of the month sixty from Louisiana.'"

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REVIEWS OF NEW BOOKS

OUR NAVY IN THE REVOLUTION—MRS. DE KOVEN'S "JOHN PAUL JONES"*

Reviewed for THE LITERARY DIGEST by
CYRUS TOWNSEND BRADY

TO HIS interesting series of studies in our early naval history previously published Mr. Gardner Allen has added a very complete and attractive account, in two volumes, of the American Navy in the Revolution. And our knowledge of that most interesting period in our sea history is further increased by a new life of John Paul Jones, also in two volumes, by Mrs. Reginald de Koven. The two books, which, altho they differ in size, contain about the same amount of material, can with great pleasure and profit be studied together. Both of them attain the very highest order of excellence in their several fields.

With discriminating care, Mr. Allen has gone to original sources for the material he presents. I am very familiar with the period. I have read and studied all the American Naval histories from Cooper to Paullin, and I have no hesitation in saying that this is the best of them. If it has a fault, it may be that it is more of a source book than an attempt to set forth naval history in one's own language. For, wherever possible, the actors in the various events described have been permitted to tell their stories in their own way with all their ingenious variations of spelling, capitalization, punctuation, and grammar. Some of the accounts are quaintly amusing. The effect is sometimes that of a scrapbook, yet on the whole, I think it is well that we should have these various recitals, drawn from innumerable sources and indicating almost an unbelievable amount of industrious research on the part of Mr. Allen, in the words of the participants.

Anybody with a facility in literary expression can tell a story after the facts are set before him. There are a racy tang, a rich freedom, a sailorly frankness, a bluff roughness, if you will, to these personal accounts of daring exploits which are worth volumes of rhetorical description.

Except in a few instances, the part played by the Continental Navy in the struggle for the achievement of our independence is more or less unknown. Popular information and interest are centered upon a few characters—Barry, Manley, O'Brien, Biddle, Coyningham, Nicholson, Dale, and others, with, of course, John Paul Jones standing preeminent and in a class by himself. But there were literally dozens, I might say hundreds, of bold, hardy seamen who commanded Continental, Colonial, and State ships who performed incalculable service. Like the Confederates in the Civil War, the Continentals largely clothed and armed themselves at the expense of their enemies. Ship after ship laden with munitions of war, clothing, and provisions fell into the hands of the Americans.

The enterprise and vigilance of these somewhat nondescript naval forces compelled Great Britain to maintain a very large and expensive armament on the coast of North America during the war. And what was of even more importance, the boldness with which American public- and private-armed ships raided European waters brought about an almost ruinous and impossible increase in the insurance rates, and did more to create a demand for peace on almost any terms than the defeats sustained by the British armies at Saratoga and Yorktown.

The regular Continental Navy was gradually eliminated by capture, but it made itself felt amazingly, considering its disparity in size, before it was finally put out of commission. Let it be noted that the first regular war vessel taken fell to John Barry, and that the last action resulted in the defeat of a British frigate by the same John Barry. The Americans came out of the war with a very high naval prestige which the United States has never lost.

All students of history, and especially those of naval matters, are indebted to Mr. Allen for this scholarly, comprehensive, impartial presentation. It is to be hoped that he may continue these studies. A discussion of the War of 1812 on the same lines is naturally inevitable. But I venture to point out to him two fields which have been but little treated by naval writers. One is, the various naval expeditions in which the colonies participated in prerevolutionary times; the other is, the work of the Navy between the War of 1812 and the Mexican War. Both of these periods were rich in adventure and fruitful in lessons. Each of them might occupy a volume which would certainly be warmly welcomed and much appreciated. Many people have done the great wars of the United States, so called, but few have attempted these interesting periods.

Now I turn from the general to the particular. Do most Americans think that Paul Jones was practically the whole navy in the Revolution? I am afraid they do. Did Paul Jones think so? With no depreciation of his character, I am afraid he did. And there is some justice in the claim; for without making invidious comparisons with other gallant officers, Barry especially, Jones was the only one who achieved not only a national but an international, and, it might even be said, a world-wide reputation. As a personality he stands far above all of the others put together. He fought the most important naval action of the Revolution and one of the most famous single-ship actions of all history. Indeed, it might be called, in the full significance of the term, an unique frigate action. It was fought, as it were, in the face of the whole world, and the engagement was carried on under the most dramatic conditions.

In war, as Napoleon, who certainly knew, said, men are nothing, a man is everything. Never did the remark receive more signal illustration than in the case of Paul Jones and the *Bon Homme Richard*. "The thing that hath been, it is that which shall be," says Solomon, "and there is no new thing under the sun." But a wide acquaintance with history discloses to me no parallel to that engagement, either before or after it. It made Jones deservedly famous—indeed immortal. His naval career elsewhere was about on a par with that of the best of the other naval officers of the Revolution, but in this action he leapt to the front rank of his fellows and to the front rank of single-ship captains everywhere and anywhere. What he might have done with a fleet is, of course, only a surmise. The Russian fiasco, which was not due to him, is scarcely sufficient for determination.

I do not know whether Napoleon ever made the remark attributed to him in which he exprest his regret at the death of Paul Jones and wished he were alive to lead the forces of France, nor do I know whether even the genius of Paul Jones could have compensated the disparity in naval efficiency between the English and the French; but if Jones had commanded in place of De Grasse, or Villaret-Joyeuse, or Brueys, or Villeneuve, the English admirals opposed would have known that they had been in a fight and they would not have had the easy time, comparatively speaking, which they enjoyed at the expense of these other brave but thoroughly unfortunate Frenchmen.

But I must refrain from pursuing that tempting theme further. Mrs. de Koven has done a splendid piece of work. There have been a number of biographies of Jones, the two most recent being written some ten years ago by the late Mr. A. C. Buell and myself. These two came out simultaneously. Mr. Buell differed from the writer on many important points. The critics almost unanimously accepted Mr. Buell's contentions and explanations, backed as they were by citations and references to alleged authorities. Those who knew Mr. Buell will at once acquit him of any deliberate attempt to deceive, difficult as this may be to reconcile with the fact that his authorities were non-existent or non-discoverable and his conclusions on every disputed point invariably wrong. But sweet are the revenges of history. Mrs. de Koven's book quietly demoralizes nearly every contention in Mr. Buell's book, and in every disputed point of importance corroborates my own statements. I can not resist calling attention to this.

But Mrs. de Koven is very far from stopping there. She goes on to illuminate and explain matters which no one before her has been able to explain, and she clears up obscurities which no one had been able to do more than call attention to. She has spent years of research in the archives of the various capitals of Europe to which Jones's story is related, and in our own archives.

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* **Allen, Gardner W. A Naval History of the American Revolution.** 2 vols. 12mo, pp. xx–752. Boston, Mass.: Houghton Mifflin Co.

De Koven, Mrs. Reginald. The Life and Letters of John Paul Jones. 2 vols. 8vo, pp. xxii–980. New York: Charles Scribner's Sons.

Crawford, M. MacDermot. The Sailor Whom England Feared: Being the Story of Paul Jones, Scotch Naval Adventurer and Admiral in the American and Russian Fleets. 8vo, pp. viii–424. New York: Duffield.

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She has had advantage of collections of documents which have been secured by the Government since she began her work, and she has set forth the result of her conclusions in a simple, direct, plain, and convincing way which makes her biography definite, and perhaps the final word, so far as anything human can be final, about the great little sailor.

It is difficult to see how any one could do any more with Jones than she has. Appreciations and estimates of him there will be without number, of course, but it is probable that all the get-at-able facts are now set forth. And some of them are very astonishing facts; as, for instance, Jones's service in his boyhood as a midshipman in the British Navy; his reason for coming to America; his adoption of the name Jones; his relations to the various women to whom he gave his affection, or perhaps it would be better to say, who gave their affection to him. It is all clean-cut, convincing, and altogether admirable. Mrs. de Koven has dodged no issues, glided over no thin ice; she has faced every problem honestly, and so far as a human being could, she has conquered them. American seamen and American citizens generally owe her a debt of gratitude. So far as this author and sailor can, he is delighted to pay it in this tribute.

The book will doubtless receive the approval of the Navy Department and ought to be included in the historical reading courses of every institution in this land which discusses naval matters and naval problems; and it could be studied with profit and satisfaction even in other countries which have an interest in sea power. I do not except England. Even there, I assume, candid and impartial historians will now have the magnanimity to eliminate Jones from the pirate and buccaneer class in which they have persistently sought to include him, and will give him his high and rightful place as the greatest seaman and fighting man of the Revolution, with a personality distinguished, unique, among the striking and mysterious figures of the world.

Two admirable books, these, from the Massachusetts man and the New York woman. I have read them with avidity and with the greatest of pleasure. I am grateful to both of them.

I append a brief notice of a third book. In this instance, the last is also the least—decidedly so! Mr. Crawford possesses some qualifications for the writing of interesting books—namely, lively style, vivid imagination, and an open mind. It is a pity that these are not conjoined to a sound critical judgment and a true historic sense. His book is a gossipy biography. It is full of amusing anecdote which ought to be true if it frequently is not. He has endeavored to be impartial and has, in a large measure, succeeded. No new or original material appears; minor mistakes abound, as, for instance, when he speaks of witch-burning at Salem and calls a seventy-gun ship a frigate. Consciously, or unconsciously, he seems to have depended largely upon Mr. Buell's now thoroughly discredited volumes. No attempt at critical judgment appears. The book is handsomely put forth with interesting illustrations and no maps. Whenever it differs from Mrs. de Koven's conclusions it is an error, and it differs a good many times. It is a pity that a book which will probably have a large sale in England, where it was published, should not live up in its facts to its author's ability to write. Perhaps the best thing that I can say of it is a free translation of the old Italian proverb, "Even if it be not true, it is very well told."

COLONEL GRACIE'S BOOK ON THE "TITANIC"

Gracie, Colonel Archibald. The Truth About the "Titanic." Illustrated. Cloth, pp. 330. New York: Mitchell Kennerley. $1.25 net.

To Colonel Gracie's clear and comprehensive account of the greatest sea disaster of modern times readers will turn for various reasons. Those whose friends perished when the mighty ship went down and those who themselves escaped in her life-boats will eagerly search the record to confirm their own memory or to find some last pathetic tidings of the beloved lost. Most carefully, with a presence of mind which was amazing, Colonel Gracie noted every person and every incident on that fatal night as if he foresaw the miracle which was to save him and to give him the opportunity, which he has so nobly met, to bring some comforting message or some last news from those who went down with him into the deep but did not rise again. To the student of the human mind and the human race the record of Colonel Gracie's own emotions during this supremely testing experience furnishes a remarkable chapter. To read such a record is a spiritual tonic. The ancient promise was fulfilled to him.

When he passed through the waters he was not afraid. That perfect love which casteth out fear shone out of many a brave heart on that dark night. Who can ever forget that transcendent instance of sublime and cheerful resignation and fearlessness in face of death when a reluctant refusal of assistance from an overcrowded life-boat met the ringing response in a deep and manly voice, "All right, boys! Good luck! God bless you!"—and the unknown hero sank out of sight? One must have a dull and a hard heart to read many of these pages without a mist before the eyes. On a few pages, altho Colonel Gracie utters no condemnation, the record brings a burning sense of shame. Some residents of New York will not proudly hand this chapter of their experience down to posterity. Indeed, some of those most prominently heralded as heroes seem to have borne a strangely passive part. To the general reader, aside from its great human interest, the book will furnish material for reflection in regard to the safeguards of ocean travel. It is a touching fact that Colonel Gracie's miraculously preserved life came to an end, as 1912, the year of the disaster, was closing, and when the brief conclusion which he had purposed is added by another hand. It was heroic to write the book, to live over and over again in memory and conversation the terrible scenes from whose effect he never recovered, in order that he might adequately describe them. Everywhere the fineness of his character, its chivalry and spirituality, illuminate the story.

MICHELANGELO'S LETTERS AND PAPERS

Michelangelo: a Record of His Life as Told in His Own Letters and Papers. Translated and edited by Robert W. Carden. Illustrated. Cloth, pp. 335. Boston: Houghton Mifflin Co. $3 net.

For more than three centuries biographies of the great Michelangelo Buonarrotti have continued to appear since first the pen of his friend, Vasari, told the story of his life. Mr. Carden has sought not to imitate these, but to make use of the abundant and easily accessible material provided by the artist himself in the letters, memoranda, and contracts which survived him. To let a man interpret himself is wise indeed. But the matter which Mr. Carden presents may not properly be called a record of the life of Michelangelo. It is not a full interpretation either of the artist or of the man, but it is genuinely valuable as a source from which to study certain remarkable phases of his character. Michelangelo himself could never have dreamed or wished that a part of his immortality should consist of these casual notes to his family about business matters, often vexing, sometimes exasperating. But they have a deep human interest. They reveal his great ambition for the resuscitation of his family name, his eagerness to endure any labor or privation that he may support his father, his brothers, this beloved nephew in ease and comfort, his constant practise of private charity "for the good of my soul," his dependence upon prayer. The letters to his nephew are especially entertaining. Lionardo's handwriting annoyed him! "Do not write to me again; every time one of your letters arrives I get an attack of the fever because of the trouble I have to read it."

Still more was his unselfish heart tenderly distrest when his nephew sent him eight beautiful shirts or a case of wine, tho he himself eagerly provided the young man's entire support, living at times in such self-denial for that purpose that he shared his bed with his three workmen. "The almost grandmotherly letters" which he sends to Lionardo, who, at his uncle's desire, is in search of a wife, are beautiful in their generosity, their anxiety, their pride in worthily perpetuating an honorable family name. We are glad when his solicitude over the choosing is happily ended and he may affectionately send "a fine string of pearls" to the bride. But what a sacrifice of divinely given genius, of power to create beauty for all the world and all time, it was, when this gifted man, this great artist, spent himself to support in idleness his untalented kindred, submitting to excessive hardships and a thousand anxieties that he might minister to their needs! Lest we regret it overmuch, we must summon our powers of spiritual discernment to the proof that through this self-effacing devotion there was wrought out in the soul of the artist that which is of higher and more lasting beauty than even his own skilled hand could bring from marble or canvas.

Mr. Carden's preface gives an excellent résumé of the most vital parts of the letters. It was surely, however, far from his intention to call Michelangelo by the least deserved of all titles, "the self-appointed drone of the family,"—did he not mean "drudge"?

GERMANY AND THE GERMANS

Collier, Price. Germany and the Germans. From an American Point of View. Cloth, pp. xii–602. New York: Charles Scribner's Sons. $1.50 net.

Wile, Frederick William. Men Around the Kaiser, the Makers of Modern Germany. Illustrated. Cloth, pp. xiv–279. Philadelphia: J. B. Lippincott Co. $1.75 net.

Usher, Roland G., Ph. D. Pan-Germanism. Bibliography. Cloth, pp. vii–314. Boston: Houghton Mifflin Co. $1.75 net.

"A factory town with a garden attached surrounded by an armed camp." This is

(*Continued on page* 480)

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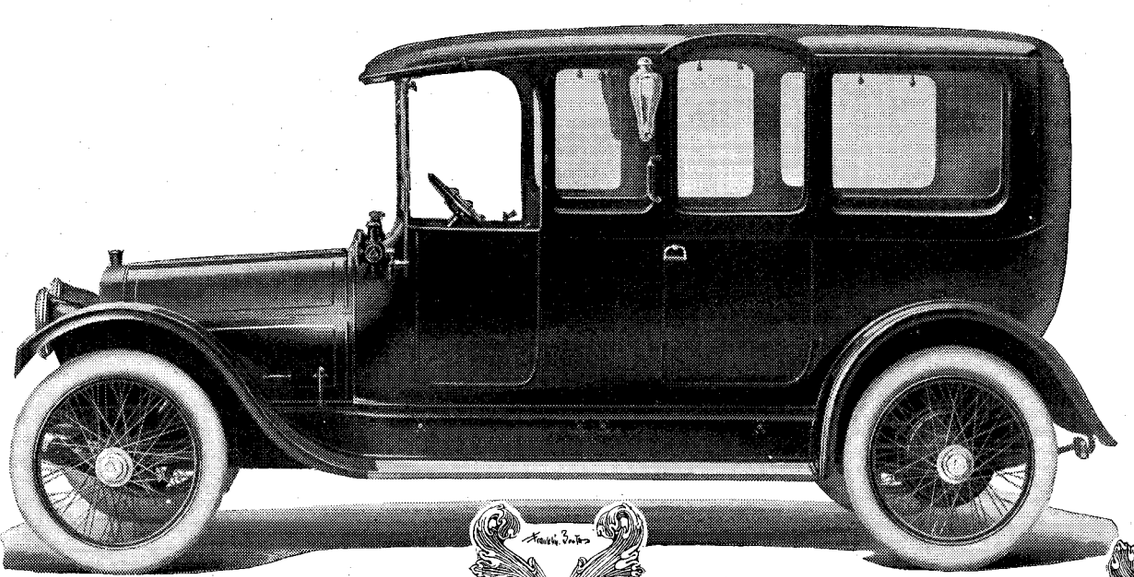

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Then when you eat Kellogg's you are not disappointed. It is good—good any time you eat it.

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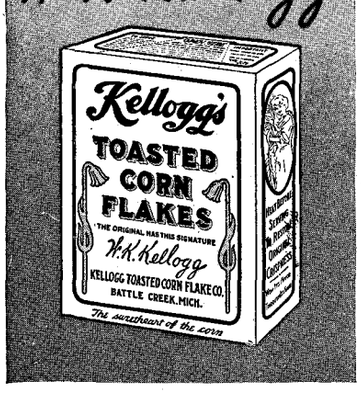

REVIEWS OF NEW BOOKS

(*Continued from page 478*)

modern Germany as Mr. Price Collier sees it. He finds much more than this, however, and reports it all in the clear epigrammatic style which has made for his earlier books so wide a circle of readers. Yet he is more than a reporter. He is a student of national character of very keen insight. When this is added to a thoroughly devoted "American point of view" the reader's appreciation of what it is to be an American as well as what it is not to be an American is considerably heightened. The resulting sense of responsibility gives zest to the reading.

Mr. Collier finds Germany in an adolescent stage in the family of nations—anxious to be considered one of the grown-ups, and regarding the wearing of long trousers and a pipe the demonstration of success. Yet it is a forced rather than a natural growth.

"A steaming orchid-house is not the place to go to learn to grow the fruits of the earth in their due season for the nourishment of a free people. You will find some brilliantly colored flowers there, in the gay uniforms of the artificial tropics, but they shrink and shrivel in the open air. They have been trained to grow luxuriantly in this stifling atmosphere, but they feed no one, please no one, who will not consent to live in a glass house with them."

The basis for such a severe judgment as this is laid in the preceding pages. After two chapters of historical and political description the Emperor comes upon the stage—"When the sun is behind any phase or department of Germany's life, the shadow cast is that of Germany's Emperor." Following a discussion of politics and journalism come three brilliant chapters—"Berlin," "'A Land of Damned Professors,'" and "The Distaff Side." From the study of Germany's people that these bring out the author turns to Germany's Army, her problems, her international relations, and concludes with the question whether the German national ideal is one to pattern after. "She has shown us that the short-cut to the governing of a people by suppression and strangulation results in a dreary development of mediocrity. She has proved again that the only safety in the world for either an individual or a nation is to be loved and respected, and in these days no one respects slavery or loves threats. From an American point of view, any sacrifice, any war, were better than the domination of Prussian methods of nation-making." We hope that some day Mr. Collier will write on the United States "from an American point of view."

Mr. Wile, who has represented for several years the London *Daily Mail* and the New York *Times* in Berlin, has given us the quintessence of the German "Who's Who." He has painted swift pen portraits of thirty-one of the men who lead modern Germany—not so brief as to be indefinite, yet concise enough to be of real use for reference. The selection includes leaders in art, drama, and music, among whom are Reinhardt, Strauss, Liebermann, and Hauptmann, as well as such men as Von Heydebrand, the late August Bebel, and Dernberg, in politics; as Ballin, Thyssen, the Krupps, and Von Gwimmer, in finance and manufacturing; as Von Bethmann-Hollweg, Prince Fürstenberg, and Von Bülow in statecraft; and many others. One receives a vivid impression of the real strength and eminence of Germany. The addition, however, of a scholar—as Harnack, for example—and of a theologian or ecclesiastical magnate would round out the representative character of the book still further.

In addition to studies of Germany's leaders and of her national characteristics, there is at hand also a serious and extended examination of the policies for which she seems to stand and by which she is said to be aiming for the dominant position in Europe. Professor Usher, in the book before us, investigates the weakness of England and the strength of Germany in their international relations—giving some attention to an often unrealized factor—what each thinks of itself. Russia and France are also considered in casting the balance of power. The steps which have appeared so far in the Pan-Germanistic scheme are discust, and its justifiability and prospects of success are carefully weighed. The author's conclusion is that "nothing short of the breaking of the alliance between England, France, the United States, and Russia can permit the German scheme to obtain anything more than a temporary and partial success. The first three of the allies can not leave the alliance without endangering everything they hold dear. The fourth can only do so by the renunciation of ambitions which have been the very backbone of Russian policy ever since Russia herself emerged upon the plane of European politics."

MRS. BARR'S AUTOBIOGRAPHY

Barr, Amelia E. All the Days of My Life: An Autobiography. Pp. 512. New York and London: D. Appleton & Company. $3.50.

It would be almost impossible to find a more direct, frank, and simple account of life than these "red leaves of a human heart," by Amelia Barr. She tells her story truthfully, the story of a woman who has earned her place in the world by good work. She writes for "the kindly race of women," and says if her experience "can help any sad or doubtful woman to outleap her own shadow, and stand bravely out in the sunshine to meet her destiny, whatever it may be, this book will be its own excuse, and justify its appeal."

Amelia Huddleston was born in England in 1831. She speaks of herself as a very fortunate child because she brought a good spirit into a fair and favorable environment. She is proud that she always possest a faculty for recollection. She gives every detail in the development of her life. The telling itself becomes a delight from its appealing frankness. The comments she makes on all about her are the comments of a clean, normal, wholesome spirit.

Throughout her record of eighty years, there are evidences of great spiritual sensibilities. She seems to have been always "en rapport" with spiritual powers, who warned her by dreams or visions of approaching death or danger. As the daughter of a Methodist preacher, she had to be accustomed to frequent changes of residence, but every change added to her

(*Continued on page 482*)

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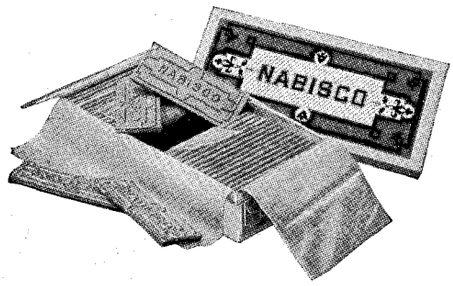

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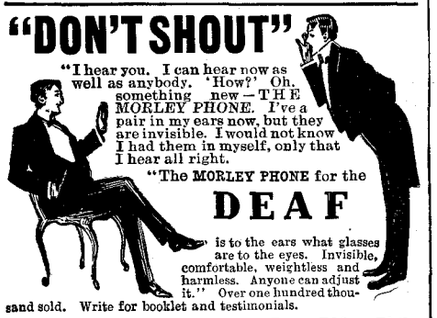

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REVIEWS OF NEW BOOKS

(*Continued from page* 480)

fund of experience and memories, and each had its influence on the development of an impressionable child. Teaching took her away from home, and in 1850 she was married to Robert Barr. Renunciation began. Robert Barr was unfortunate in his choice of business associates and soon lost the wealth that seemed secure, but he never wavered in his devotion to his wife and children, nor did his wife's loving loyalty ever fail him. Finally, misfortune drove the Barrs to America. We follow their varied vicissitudes of love and anxiety from Chicago to Texas, where they finally settled and where Mrs. Barr had to endure her supreme sorrows, the loss of husband and several children.

From this time on, her record is one of a brave fight for life and living, in which she had the sympathetic cooperation of her daughters, Mary, Lilly, and Alice. Returning to New York, she tried her hand at anything that offered an honest livelihood, principally teaching. She was nearly forty before she began to write successfully and laid aside teaching. Success crowned her efforts. From her arrival in New York she made a brave and daring fight and forced success by an indomitable spirit, after she had faced sorrow, disaster, and poverty. She won a victory with the power of her heart and pen. It is an appealing life and full of the best in human nature.

FICTION OF THE SEASON

Earls, Michael. The Wedding Bells of Glendalough. Pp. 388. New York: Benziger Brothers. $1.35.

There is not as much romance in this book as the title would lead one to suppose. It is, rather, a narrative of certain families of Boston, their pride and prejudices, as evidenced by their devotion to, or defiance of, the influence of priest and Church. The atmosphere is that of Roman Catholicism. The heroine (if there be one) shows her strength in renouncing temporarily the convent which she longs to enter. The hero does not find complete peace and happiness because his inner call to the priesthood is so long deferred. The different episodes in which these young people figure all illustrate the power of the Church to regenerate the sinner and inspire the good. The "Wedding Bells" are those which are bought with Oliver's gift to the Church on his accession to the priesthood, and are rung for the first time at his sister's wedding.

O'Connor, Mrs. T. P. Little Thank You. Pp. 262. New York and London: G. P. Putnam's Sons. $1.25.

Laying aside this charming little book, one is at a loss to tell just why he has been so moved and delighted. All the characters are fascinating—the dainty young widowed mother, big-hearted and weak Billy, and little Thank You; but it is the fascination of simple heart interest, pathetic rather than passionate, with no dramatic side-lights to complicate situations. Virginia with its beautiful country alternates with New York City as a background. The love-story is the story of three,—not the usual triangle of marital faithlessness and broken hearts, but the union of three clean

(*Continued on page* 484)

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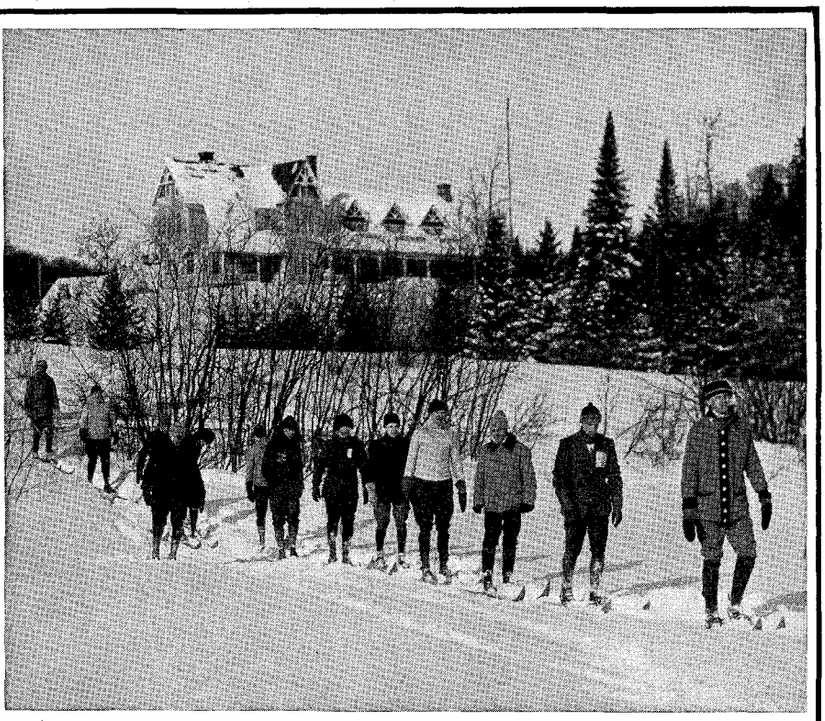
Warm as Toast

and Body Free



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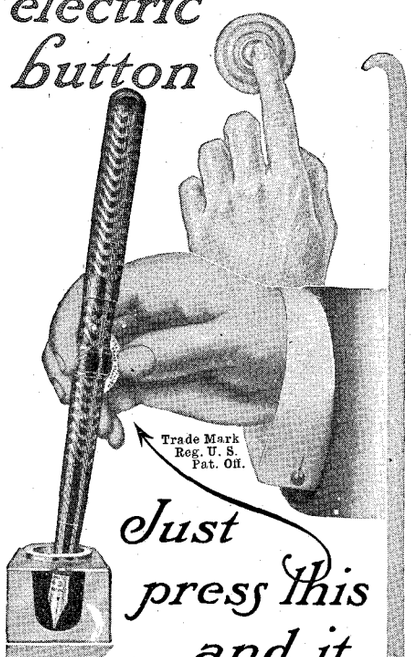

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REVIEWS OF NEW BOOKS

(*Continued from page* 482)

souls, illustrating the power of childhood and the unconscious strength of baby fingers. Little Thank You is a precocious youngster, but he is a "dear," and you don't wonder that "Billy" loved him as well as "mama." It seems quite plausible that gambling had no power strong enough to lure Billy back to "wrong nights." It is a sweet and sunny story, appealing to that which is best in our nature.

Soulie, George. Strange Stories from the Lodge of Leisures. Pp. 166. Boston and New York: Houghton Mifflin Company. $1 net.

George Soulie, of the French consular service in China, has given us here a translation of twenty-five stories from a Chinese work which contains more than three hundred similar tales and belongs to the second half of the eighteenth century. They are imaginative and subtle and are supposed to throw an extraordinary light on Chinese every-day life and to illustrate in a striking way the Chinese conception of the other world. The magicians of the Tao religion play a conspicuous part in most of the stories, and the Buddhist idea of metempsychosis gives many opportunities for complicated situations. The stories are all short, and are characteristic of the old Chinese Empire. Most of them are combination love- and ghost-stories possessing a delicate charm of imagination. Each has a suggestive moral, more or less clearly defined, while their very unusual character and phraseology make them singularly charming. "Fault and Its Consequences" is especially apt, illustrating the tremendously far-reaching and accumulative power of a single wrong act.

Onions, Oliver. The Debit Account. Pp. 295. New York: George H. Doran Co. $1.25.

This peculiarly constructed book is not to be read lightly nor thoughtlessly. One finds himself bewildered by the subtle and confusing style of the narrator, who leaves the reader to deduce much of the story from rather vague expressions. Even the reader is not taken wholly into the confidence of the hero, who tells his own story. The entire book is devoted to the life of one J. H. Jeffries, and his wife Evie, from the day of their marriage through steps of progressive prosperity. An undercurrent of inevitable fate, constantly alluded to, rather confuses the directness of the message, if there is one. Of course there is "another woman," who loves the hero and knows that he murdered the former sweetheart of the young wife, but she evidently knows why, and we don't. In spite of Jeff's unswerving devotion to his wife and children, complications arise, busy "friends" foster misunderstandings until the story comes to a tragic dénouement. Whether the account is settled in the end remains an open question.

Wilson, John Fleming. The Princess of Sorry Valley. Pp. 302. New York: Sturgis & Walton Company. 1913. $1.25.

The first impression and promise of this novel of the South Sea Islands are hardly borne out by its later development, but it contains some good material and has stimulating situations. Moira Sanderson, a Bryn Mawr graduate, determines to return to her childhood home on the island of Atui, even against the advice of her father and all her friends, believing that she can demonstrate her theories in regard to happiness and its dependence on health and beauty. Tom Sanderson is practically king and director of the islands, and when he understands what Moira wants he puts her in command of the conduct of affairs and gives her free rein to establish Bureaus of Beauty, with the power to banish all imperfect inhabitants to "Sorry Valley." Moira shows herself very blind in her estimate of character, and altho there are some very good ideas suggested, the book just misses being clever and becomes rather ordinary, but the reader can not help being interested in the failure of the beauty scheme and the development of revolution, bloodshed, and disaster, as a result of Moira's ineffectual efforts to create new conditions instead of making people contented under existing ones. There are several love-stories involved. They all reach the "happy-ever-after" conclusion.

Parker, Gilbert. Imperial Edition. Vols. XI, XII, XIII, XIV, XV, and XVI. New York: Charles Scribner's Sons.

Six additional volumes of Parker's works in the "Imperial Edition" are now ready. Vol. XI contains the first and the last of the stories that Mr. Parker wrote of the Province of Quebec, and also the series of "Parables of Province," which, in his estimation, contained the spirit of French Canada, but were too symbolic for the every-day reader, and consequently slow in justifying the author's faith in them. Vol. XII contains the best known and most universally discust of the Parker novels, "The Right of Way," a book finished in 1900, and to which its author refused to add any explanation, saying: "This book has been written out of something vital in me. I mean the humanity that becomes one's own and part of oneself by observation, experience, and understanding got from dead years." The character of Charley Steele was "a type, an idiosyncrasy of modern life, a resultant of forces all around us." Steele was the beginning of a new epoch in Sir Gilbert's literary life.

Vol. XIII contains "Michel and Angèle," "John Enderby," and "There is Sorrow on the Sea," the first of which in book form was known as "The Ladder of Swords," which seems telepathically to connect the days of Elizabeth with our own. Vol. XIV is a collection of Egyptian Tales under the title, "Donovan Pasha." The germ of most of these stories came from actual experiences. Mr. Parker visited Egypt four times before he began to write of Egyptian life. These stories were really an "avant-courier" for the "Weavers," which was published soon after. Dicky Donovan was real and lovable, and "there was nothing he did or said or saw or heard which had not its counterpart in actual things in Egypt."

Vols. XV and XVI are devoted to "The Weavers." Tho David Claridge was a creature of the imagination, the author was so saturated with all that had been written about General Gordon that doubtless something of the great man found its way into his character, but the true origin of the book was his short story in "Donovan Pasha" called "All the World's Mad," aided by the author's interest and understanding of Quaker life. Mr. Parker's own

(*Continued on page* 486)

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The exquisite quality, wonderful durability and surprisingly low cost of

PHOENIX SILK HOSE

make it a practical economy for daily wear

You *can* buy Phoenix Silk Hose by the single pair. You *should* buy it by the 4-pair box—an absolutely certain way to obtain the maximum of long wear.

Worn alternately, 4 pairs of Phoenix Silk Hose present an economical and practical way to enjoy SILK hose at cotton cost—and everybody who gives even a thought to good dress, knows that fashion demands silk hose for *every day*. With Phoenix quality, Phoenix durability and Phoenix low cost, the fashion for silk hose becomes a real economy, not a burdensome extravagance.

IN DISTINCTIVE 4-PAIR BOXES
All Colors and Weights

MEN'S	WOMEN'S
50c, 75c, $1 Pair	75c, $1, $1.50, $2 Pair

AT ALL GOOD DEALERS

"Made in America" by
PHOENIX KNITTING WORKS
244 Broadway, Milwaukee

Largest producers of high-grade popular-priced Silk Hosiery in the World.

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Mallory Hats
"Cravenetted"

HIGH Quality, Correct Style, Fair Price—these three features are made into every Mallory hat. Besides, they have an advantage *no other hat can possibly possess*—they are Cravenetted. This keeps a Mallory hat new looking and makes it last longer. A Mallory is not an "assembled hat," but is made (from raw fur to finished hat) under our own supervision in one of the world's largest and most complete hat factories.

These are some of the reasons why, since 1823, Mallory hats have been worn by successful men—men who know values. Ask your dealer.

Look for the Mallory trade-mark. It stands for newest hat styles and great hat value. Also look for the Mallory glass sign at your dealer's. It's a sign of the best in hats.

Prices, $3, $3.50, $4—Velours, $5 to $10

E. A. MALLORY & SONS, Inc.

New York Store, 1133 Broadway, near 26th Street Factory, Danbury, Connecticut
Salesroom, 13 Astor Place, Cor. Broadway, New York

Shirley President Suspenders 50¢
Support for clothes—ease for shoulders
"Satisfaction or money back"
Be sure "Shirley President" is on buckles
The C. A. Edgarton Mfg. Co., Shirley, Mass.

EDWARDS FIREPROOF STEEL GARAGES
For Automobiles and Motorcycles

$30 and Up
Easy to put up. Portable. All sizes. Postal brings latest illustrated catalog.
The Edwards Mfg. Co., 337-387 Eggleston Ave., Cincinnati, O.

Autograph Letters of Celebrities Bought and Sold.
Send for price lists.
Walter R. Benjamin, 225 5th Ave., N. Y.
ESTABLISHED 1887
Pub. "THE COLLECTOR," $1 a year.

Cedar Moth Bags
Manufactured by special process for a *Sweet-Smelling Moth Preventive of Lasting Qualities*. The odor is strong, wholesome and pleasant, and as specially prepared by us, is lasting and most effectively repellent to moths and their like. One or more of our *Fragrant Cedar Moth Bags*, in your trunks, wardrobes, or closets, has the effect of making each equal to an expensive "Cedar Chest" of old time renown. 30c each, or 8 postpaid for $2.00 on receipt of price.
Fragrant Balsam Pillows 65c each, or two postpaid $1.00.
Blue Ridge Balsam Pillow Co.
Dept. B, Azalea, N. C.

REVIEWS OF NEW BOOKS

(*Continued from page* 484)

conception of the value of this novel is both interesting and instructive: "I believe 'The Weavers' represents a wider outlook of life, closer understanding of the problems which perplex society, and a clearer view of the verities than any previous book written by me, whatever its popularity may have been."

Richmond, Grace S. Mrs. Red Pepper. Pp. 339. New York: Doubleday, Page & Co. $1.25.

It is delightful to read a novel that has problems not concerned with the sex question. These pages, in which Mrs. Red Pepper shares the honors with her already famous and popular husband, have no lack of heart or head interest, and yet is as sweet, clean, and wholesome as one could desire. That does not mean that the story is wishy-washy and uneventful. On the contrary, the problem involved is real and vital. The love-story includes not only the strong, restful happiness of the Red Peppers, but a dramatic plot which involves friends of the Doctor and his wife. How Dr. Leaver loses his nerve and finds it again, and how Charlotte Ruston bravely faces poverty and disappointment, and the reward they earn, are satisfactorily and convincingly set forth.

Seaman, Augusta Huiell. Little Mamselle of the Wilderness. Pp. 405. New York: Sturgis & Walton Co.

Here is a story written around the life and achievements of Robert Cavelier de la Salle, the hero of the Mississippi, and the man to whom "America owes an enduring memory, for, in this masculine figure, she sees the pioneer who guided her to the possession of her richest heritage." All the characters are historically real except "Little Mamselle," and the little Indian Alisippa. The romance is well told, and thrillingly are portrayed the hardships and dramatic incidents of La Salle's adventurous pioneers. The secrecy surrounding Mamselle's presence in the little band of explorers and the truth about her birth and station in life are finally explained, but in the solution of the problem are threads of warfare and strife, love and treachery, devotion and privation. The love-story is sweet and wholesome. The scenes in which the story develops are startling and powerful enough to hold any reader's interest.

Street, Julian. Welcome to Our City. Illustrated. Pp. 176. New York: John Lane Company. 1913.

This is a collection of four papers, previously published and all written in the same vein of satiric humor. The author assumes that he is playing host to a stranger in New York and "shows him the sights," at the same time keeping up a running commentary which reveals an appreciation and lively contempt for the foibles and gullibility of the New York spender. It is the gay life of New York that the stranger sees, and the system by which he is separated from his money, first, last and all the time. The illustrations are apropos, and the pages of the little book are alive with a sparkling and witty spirit. Mr. Street speaks with feeling of the costumes "which reduce both bank account and modesty." It is the present mode to "reduce everything but prices." The New York point of view is described

(*Continued on page* 488)

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Here Are Styles To Arouse Your Enthusiasm

There's a dash, a vigor, a sprightly personality about these striking Society Brand Models that's captivating to young men—and men who stay young.

They are designed by an artist—a man who is young enough to enter into the spirit of the young men's age, and whose experience fits him to create the models that young men want.

In the admiration of the perfect style and swing you forget mere details of workmanship—you scarcely realize the care with which these garments have been made. But the workmanship is there, for it is this added feature of Society Brand Clothes by which the style-beauty of each garment is *tailored* in.

Ask your dealer to show you the new Fall Styles. Try them on. Note the beautiful fit, the distinctive cut, the smartness, the just-enough "swagger" that mark Society Brand Clothes as so different from ordinary clothes. You'll find yourself well repaid when you see them.

Society Brand Clothes

Ready-to-Wear *$20 to $40*

Our Fashion Panels
showing the cream of Society Brand Suits and Overcoats in the new fall and winter models mailed for three cents to any address on request.

Made in Chicago by
ALFRED DECKER & COHN

To Canadian Patrons
Society Brand Clothes are also made in Montreal, by Samuel Hart & Co., under Alfred Decker & Cohn supervision.

Copyright, 1913, Alfred Decker & Cohn

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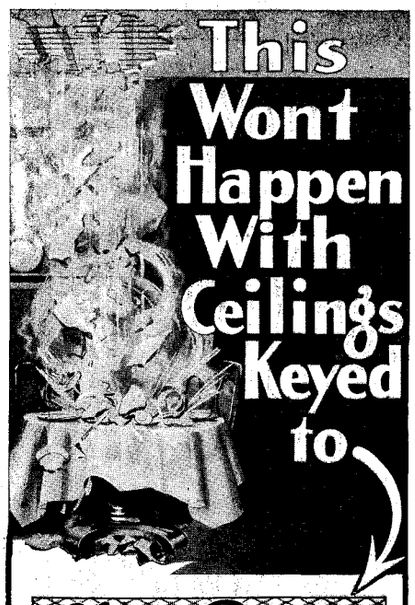


Kno-Burn
Expanded Metal Lath

—because the mesh of "KNO-BURN" makes the plaster STICK

Proof against the effects of moisture, dampness, mold and the ravages of time or decay — fire-resisting, durable and absolutely immune from dangers of discoloration or of cracking — "KNO-BURN" is the logical plaster *base* wherever plastering work is *required*.

"KNO-BURN" is worth many times its cost because, as a plaster-gripping base for the walls and ceilings of your home, it is *permanent*. Moreover, as a means of preserving the original smoothness and beauty of exterior and interior plaster work for all time, of reducing fire risks and increasing the value of your property — "KNO-BURN" is supreme in the metal lath field and every home-builder *today* wants to know all about it.

"KNO-BURN" Expanded Metal Lath is the strongest stucco or plaster foundation it is possible to produce. It absolutely prevents the cracks that come from poor plaster base and makes crumbling of the wall coating impossible.

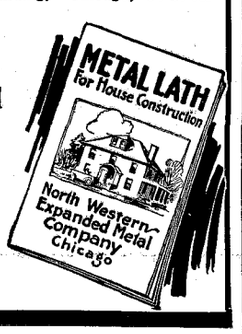
Write for YOUR Copy of the Booklet "Metal Lath for House Construction"

For the information of up-to-date home-builders we have published a special 24-page booklet "Metal Lath for House Construction." Its pages are replete with timely and helpful building "pointers" that you will welcome.

North Western Expanded Metal Company

970 Old Colony Building, Chicago, U. S. A.

A request will bring this Mine of Information to you by return mail.



REVIEWS OF NEW BOOKS

(*Continued from page 486*)

in this motto—"It is a shame to take your money, but we need it in our business." In a jesting spirit, the author says many a true word, and little bits of suggestive philosophy drop from his pen with a joke. "It is not the theater, but the theater-goer, that grows artificial. The actor and actress are the only human beings who are paid for being other than the Creator made them; the rest of us are doing it for nothing." "If we have vulgar 'shows,' it is because we have vulgar people to attend them. The audience can make the theater what it wills, but the theater can not make the audience." The reader will get many a laugh from this little volume; he will also get other things worth while if his mind is alert.

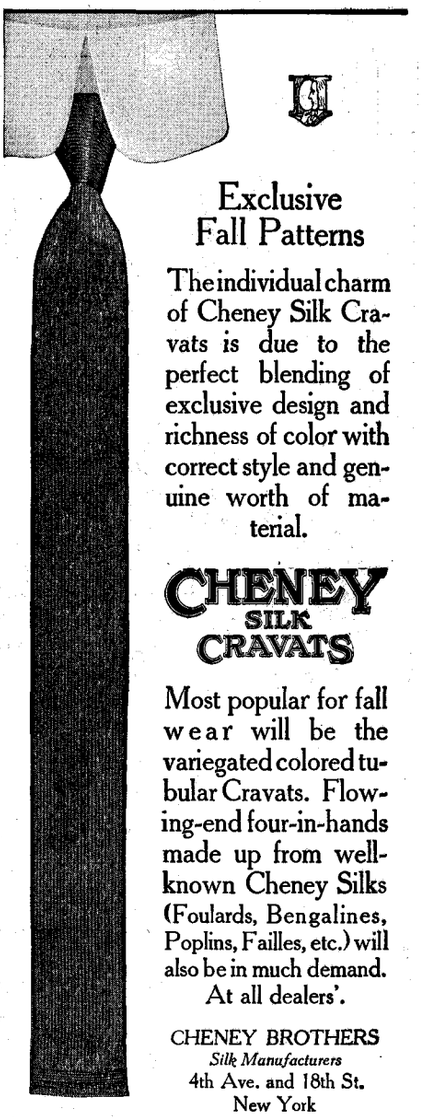
PLANT LIFE

Ganong, William G., Ph.D. The Living Plant. A Description and Interpretation of Its Functions and Structure. Large 8vo. Cloth, pp. 478. New York: Henry Holt & Company. 1913.

One of the most interesting and significant facts in current civilization is the disposition of the leading thinkers of all classes to share their thoughts with the average intelligent masses. The best products of human effort are thus being made an integral part of men's consciousness, to an extent never before realized in the history of mankind. This book of Professor Ganong's is an illustration of the part that scientists are taking in thus making the most up-to-date knowledge democratic. It is one of the American Nature Series, that is being published by Henry Holt & Company, and falls in Group III of that series, which treats of "The Functions of Nature."

The author tells us in his preface that his book "is not designed as a digest of our present scientific knowledge of plant physiology for the use of experts in that subject, but, in conformity with the aim of the series of which it is a part, it seeks to present, to all who have interest to learn, an accurate and vivid conception of the principal things in plant life." "I was once myself such a learner," says Professor Ganong, "and I have tried to write such a book as I would then have delighted to read." That he has succeeded in realizing the aim of the series, and his own ideal, no one will doubt who gives even a cursory glance at the book. Scientific the work is, and it satisfies the demands of exact knowledge, but it is more. It is a work of literature, and illustrates in a conclusive manner what many men have long believed in the face of much assertion to the contrary, that a scientific man can give a personal coloring to truth and yet remain truthful. In every chapter there is not only a record of the facts of plant life, but a point of view and a style of expression that are personal. Professor Ganong has signally vindicated Milton's statement in his "Areopagitica" that "books are not dead things, but do body forth the spirit of him that writes them."

Important as is this work for the literature of scientific knowledge popularly presented, it is still more important for the literature of interpretation. It not only informs the minds of its readers; it also infuses the spirit of science at its best, and gives vision of the universe of truth that makes one a different individual for having read it.



Exclusive Fall Patterns

The individual charm of Cheney Silk Cravats is due to the perfect blending of exclusive design and richness of color with correct style and genuine worth of material.

CHENEY SILK CRAVATS

Most popular for fall wear will be the variegated colored tubular Cravats. Flowing-end four-in-hands made up from well-known Cheney Silks (Foulards, Bengalines, Poplins, Failles, etc.) will also be in much demand. At all dealers'.

CHENEY BROTHERS
Silk Manufacturers
4th Ave. and 18th St.
New York

The only Shur-on is made by Kirstein

You need a **Shur-on** if you need glasses

Write for "How to Buy Glasses intelligently"

A properly adjusted Shur-on stays in place comfortably.

Stylish in appearance
Simple in construction

Test Your Own Eyes

Read with each eye at thirteen inches. If the type blurs have your eyes examined by the best man you know. Say to him, "I want lenses in a Shur-on Eye-glass or Spectacle Mounting." Remember the name Shur-on is stamped in the bridge and the T mark is in the finger grips to protect you.

E. KIRSTEIN SONS CO.
Ave. K, Rochester, N.Y.
Est. 1864

LOOK FOR Shur-on THE NAME IN THE BRIDGE OR THIS MARK IN FINGERGRIPS

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Insist on this label to insure complete satisfaction

KNIT GOODS
Knit-right
GREAT WESTERN KNITTING CO. MILWAUKEE

For thirty-two years the Knit-right Sweater Coats have been accepted as the American Standard of "Best." The Merchants of the land have guided themselves in making purchases by seeing the Knit-right line first.

Why? Because hundreds of them *know* Knit-right Sweater Coats lead in Quality, Style, Fit and Durability, the four essentials for a perfect Knit Garment.

Our Sweater Coats have distinctive Knit-right features that are unique, such as

Only longest fine staple yarns used. Every seam, whether subject to strain or not, doubly reinforced. Even low end garments cleanly finished throughout. Every size accurately made on a distinct and separate machine. Sweaters individually knit to fit the body and stay there. Button-holes guaranteed not to break or sag. We cheerfully replace any garment that does not justly satisfy the critical consumer. We know our merchandise, and therefore, offer this liberal guarantee.

If your dealer cannot supply you, write us and we will tell you who can. Agencies all over the world.

Knit-right Sweater Coats, "For the Entire Family," $1.00 to $15.00

Knit-right Hockey Caps

One hundred and fifty styles in this year's line—possessing the same general degree of excellence as ***Knit-right Coats.*** Every cap carries a guarantee ticket for six months, refunding the money to the purchaser if the cap is not satisfactory.

Great Western Knitting Co.

ESTABLISHED 1881 Dept. L. Milwaukee, Wis.

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6%

Earning Money—
Or Just Spending It?

THERE are two familiar types of men in everyone's acquaintance: the one who makes plenty but never has any money, and the other who earns moderately, but who always has plenty.

One spends money; the other saves it. One lives ahead of pay-day; the other lives sanely, with pay-day ahead of him.

Saving money, even in small amounts, and investing it carefully is bound to lead to financial independence. By setting aside a small part of your income, and purchasing dependable securities, you safeguard your own future and provide for those dependent upon you.

The 6% Bonds of the American Real Estate Company offer the ideal investment for large or small savings. They are based upon its ownership of New York real estate, and have back of them a great real estate operating Company with a record of more than a quarter of a century, during which it has returned to its investors over $11,000,000 in principal and interest. These Bonds are issued in two convenient forms:

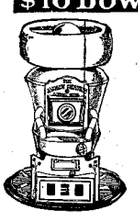
6% Coupon Bonds
In denominations of $100, $500, $1000 and upward, paying interest semi-annually by coupons attached. Principal payable in 10 years.

6% Accumulative Bonds
For those who wish to save $25 or more a year, and accumulate $1000 and upward in 10, 15 or 20 years. Purchasable by annual, semi-annual or quarterly instalments. These instalments bear interest at the rate of 6% per annum which is compounded, accumulated and paid with the total instalments at the maturity date.

Printed matter fully describing both forms of Bond, map of New York City, etc., will be sent on request.

American Real Estate Company
Founded 1888 Assets $27,202,824.19
Capital and Surplus $2,188,805.50
527 Fifth Ave. Room 504 New York

BUY YOUR FURNACE
$10 DOWN $10 A MONTH



This No. 1 Jahant Down-Draft Furnace (weight over 1000 lbs.) as it stands $48.00 cash, delivered east of Omaha and north of Ohio River.

Our monthly payment plan of selling direct saves you the dealer's profits and excessive charges for installation. The

Jahant Furnace

with patented "Down Draft System," is best for residences, schools, hotels, churches, etc. It delivers plenty of heat wherever and whenever desired and saves 1-3 to 1-2 in fuel bills. Install the Jahant yourself. We send complete outfit, freight prepaid, with special plans, detailed instructions, and necessary tools. Satisfaction guaranteed.

Write for free catalog.

THE JAHANT HEATING CO.
150 Mill Street Akron, Ohio

Save ⅓ to ½ on Fuel Bills

INVESTMENTS AND FINANCE

THE PLIGHT OF THE RAILROADS

THAT the railroads of the United States "continue to do an increasing business, but without drawing any additional profits by reason of that fact," is the contention of *The Financial Chronicle* in its leading editorial article of September 6. The roads, in fact, are doing "a larger business then ever before," but their net income is diminishing. Gross revenues show "practically uninterrupted gains," but these, unfortunately, "no longer furnish any criterion of the course of net earnings," the fundamental cause being "the rising cost of operations." Meanwhile additional burdens are being assumed by the roads in providing new capital for betterments, "thus extending their interest and dividend requirements."

It is several years since the rise in expenses began, but it has remained "persistent" ever since, and is now "gaining very rapid momentum," so that a stage has been reached which "furnishes occasion for the deepest solicitude." Returns for the first month of the new fiscal year (July) "tell an eloquent and harrowing tale of the hardships the roads are experiencing." Their significance should not be underestimated, inasmuch as they are "uniform in their character and tendency." Returns showing "moderate, or larger, gains in gross earnings, coincident with heavy reduced net," have been received in "a veritable succession."

The Pennsylvania returns are cited as one illustration. The lines east and west of Pittsburg together showed an increase in gross earnings for July of $1,995,053, and yet, in the net returns, there was an actual loss of $732,746, due to an increase of $2,727,799 in expenses. The record for seven months tells the same story as the record for one: gross revenue increased $16,944,763, but expenses more than wiped out this sum; they increased in the huge sum of $21,862,113, leaving the road $4,737,358 worse off in net than it was the year before.

The same has been the case with the New York Central; a July increase of $838,904 in gross became a decrease of $147,773 in net. When the entire system of this road is considered, the showing is still worse; an increase of $2,348,994 in gross became a decrease of $841,025 in net. From other parts of the country similar reports are received. The Southern Pacific, owing to increased expenses, found itself in July poorer in net by $786,183 and the Union Pacific was poorer by $671,836. The writer finds that this rise in expense is "assuming steadily growing proportions." He adds in detail:

"The Chicago & Northwestern added $733,861 to its receipts, but expenses and taxes increased $741,098, leaving the net $7,237 short. The Rock Island lines added $75,823 to gross, but suffered a shrinkage of $359,537 in the net. The Northern Pacific, with $322,144 gain in gross, has lost $20,540 in net. The 'Soo' road, tho having enlarged gross by $250,085, suffers a decrease of $19,177 in net. Southern roads are not exempt from the general tendency. The Louisville & Nashville, it is true, has managed to save for the net $61,281 out of a gain of $424,018 in gross, but the Southern Railway sustained a decrease of $30,000 in gross, attended by an augmentation of $126,946 in expenses, thus producing a loss in net of $156,946. The controlled properties, like the Mobile & Ohio and the Georgia Southern & Florida, likewise have losses in net contemporaneous with improvement in the gross.

"With net thus being reduced, while gross earnings quite generally continue to rise, what may we expect now that further expansion in gross revenues seems in jeopardy by reason of the corn-crop shortage, while other drawbacks to expanding revenues loom up as the result of tariff revision and uneasiness concerning banking and currency legislation? Even the Canadian systems, which have been having such a wonderful record of expansion, are beginning to make unfavorable returns, the Canadian Pacific for July having suffered a decrease of $59,337 in gross and of $331,384 in net."

FAILURES FOR EIGHT MONTHS

Economic writers in the past two or three years have sometimes contended that a notable business revival could not take place until there had been a considerable increase in the number of commercial failures. Further liquidation in business, it was contended, was still necessary before an upward movement of great strength and considerable permanence could set in. Statistics for the present year show that this awaited condition has prevailed in notable degree, and especially in August. For August the number of failures reported to *Bradstreet's* was 1,088. This was an increase of 2.1 per cent. over July, 1913, and 6.6 per cent. over August last year. No preceding August since 1896 saw so large a number of failures as August of this year. There were more failures by 8 per cent. than in August, 1908, while the excess over August, 1906, a year of great prosperity, was 73 per cent. The liabilities of those who failed in August of this year were 35 per cent. greater than those in August of last year. Following is a table showing the record of failures for eight months—for the first and second quarter of the present year, for July and August of this year, and the figures for corresponding periods last year.

1913	No. of Failures	Assets	Liabilities
January	1,566	$8,404,342	$15,619,192
February	1,114	16,159,858	29,802,170
March	1,235	8,308,715	19,411,481
First quarter	3,915	32,872,915	64,832,843
April	1,148	12,473,968	20,404,323
May	1,104	7,574,645	14,589,588
June	975	6,505,193	14,017,313
2d quarter	3,227	26,553,806	49,011,224
Six months	7,142	59,426,721	113,844,067
July	1,065	39,374,368	55,253,745
August	1,088	13,181,559	23,022,018
1912			
January	1,701	10,766,526	20,120,690
February	1,208	8,491,853	14,964,948
March	1,101	9,200,649	17,911,667
1st quarter	4,010	28,459,028	52,997,305
April	1,079	6,262,121	14,182,704
May	1,111	6,281,278	12,852,527
June	1,018	11,327,332	18,784,230
2d quarter	3,208	23,870,731	45,819,461
Six months	7,218	52,329,759	98,816,766
July	1,073	7,080,138	16,533,304
August	1,020	5,769,827	14,912,021

(*Continued on page* 492)

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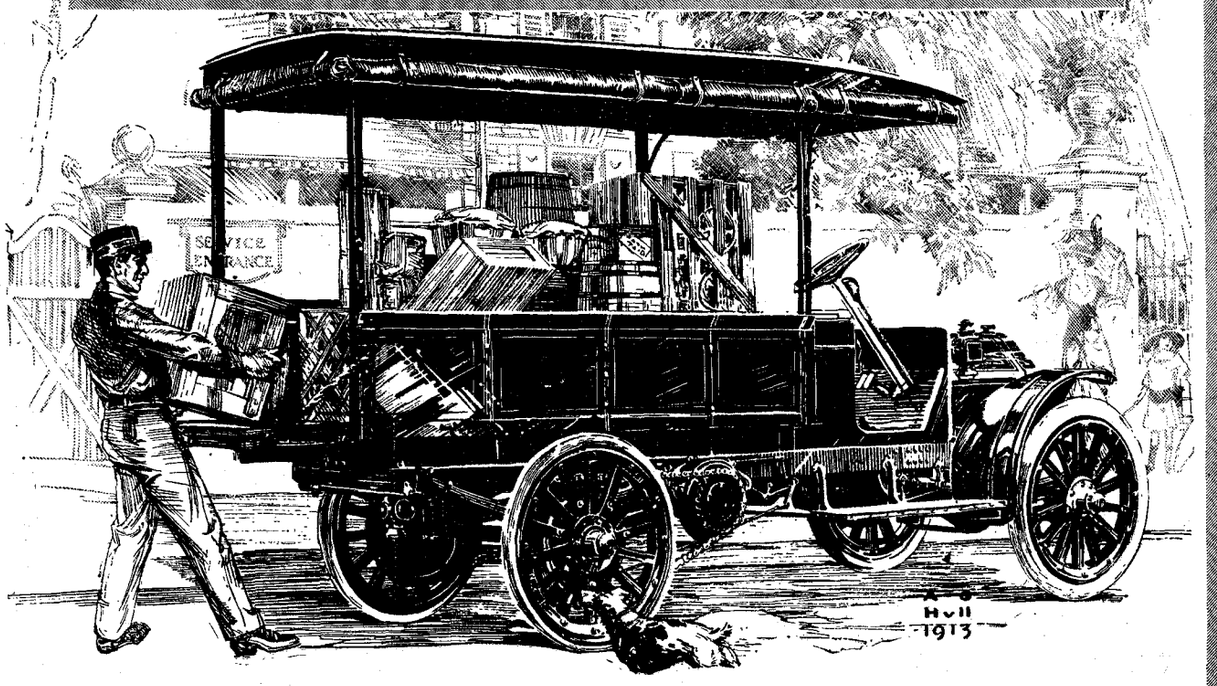
Willys Utility Truck



200% more efficient; 30% less cost

IT'S not so much what a Willys Utility Truck *can* save as how much more it *does* accomplish. What you want is Dollar *Production*, not Penny *Reduction*. You have got to tune your business up-to-date and up to *meet* and *beat* competition.

You use many modern business necessities—not because they are cheap to install but because they save that which you are continually figuring and fighting against—time.

A Willys Utility Truck can make from five to ten delivery operations where the horse makes one. It will do 200% to 300% more work than any team and do it so that the cost of your individual deliveries will be the lowest in the history of your business. And *your* business means any business that requires the transportation of merchandise.

As to cost, it is the *lowest* priced truck of its size and capacity built. On the average it costs you 30% *less* than any other similar truck made.

It is the *only* truck at the price that has a chain drive. The powerful 35 H.P. motor is controlled by our patented governor. The pressed steel frame is built to stand the most severe strains. It is thoroughly reinforced. Both the front and rear axles are unusually rugged, and are made in our drop-forge plant. It has a three-speed transmission—three forward and one reverse. The tires are 34-in. x 4½-in. pneumatic on the front wheels and 36-in. x 3½-in. solid on the rear. Its capacity is three-quarter ton.

$1250

(Chassis only)

Go to our nearest dealer. If there is none in your town, write us at once and you can deal with our factory direct.

Literature, detailed specifications, advice and all information gratis.

Please address Dept. 150

The Willys-Overland Company, Toledo, Ohio

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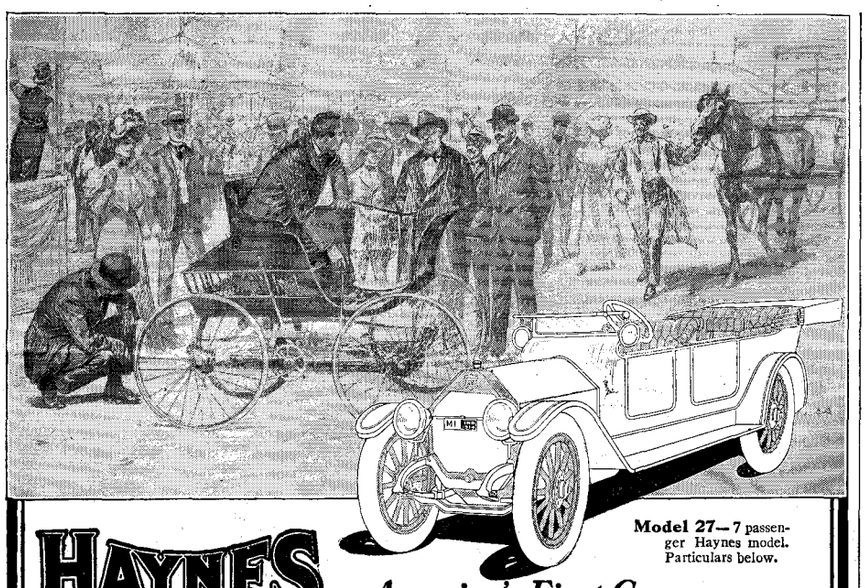

Model 27—7 passenger Haynes model. Particulars below.

HAYNES

America's First Car

is again center of all eyes

The early models of the Haynes, America's First Car, when exhibited at County Fairs, drew spectators from many miles around.

Today, thousands of people are visiting the display rooms of Haynes dealers everywhere to see the new cars with the wonderful feature—

Gears shifted by electricity

The hand-lever shift is superseded by a dial of push-buttons on the wheel, and a mere pressure of the finger brings the desired gear changes instantly.

Electric Lighting and Starting, too

—and many other great coveniences such as mechanical tire pump, pressure gasoline feed and Collins quick adjusting curtains. Haynes cars are more beautiful than ever, and back of all is the famous Haynes engine and sturdy reliability that's the result of 20 years of car building.

Three great Models

Model 37 (illustrated)—6 cyl., 65 H. P., 136-in. wheelbase, 6 or 7 pass., $2785; limousine $3850.
Model 28—4 cyl., 48 H. P., 118-in. wheelbase, 2 pass. roadster, 4 or 5 pass. touring, $1985, coupe, $2700.
Model 26—6 cyl., 65 H. P., 130-in. wheelbase, 2 pass. roadster, 4 or 5 pass. touring, $2700; coupe, $3200.
Hand lever optional at $200 reduction.

WRITE for Elwood Haynes' Automobile Book. This book, "The Complete Motorist," contains a great fund of automobile information—you will understand your car better and get better service out of it at less expense. Tells all about the new models and the Vulcan Electric Gear Shift.

If you don't know your nearest Haynes dealer, ask for his address

The Haynes Automobile Co., 42 Main St., Kokomo, Ind.

THE

Heart and Blood-Vessels

Their Care and Cure

AND

The General Management of the Body

By I. H. HIRSCHFELD, M.D.

In ignorance lies the greatest danger!

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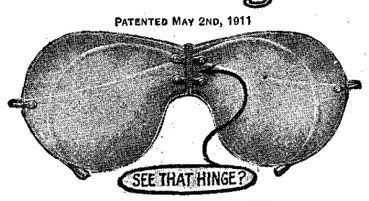

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INVESTMENTS AND FINANCE

(*Continued from page* 490)

How striking was the number for August this year as compared with August in twenty-one other years, that is, for the period back to 1893, is shown in the following table:

	Number	Assets	Liabilities
1913	1,088	$13,181,559	$23,022,018
1912	1,020	5,769,827	14,912,021
1911	942	8,532,239	12,901,441
1910	950	5,288,028	11,778,436
1909	857	4,281,399	8,401,990
1908	1,006	17,168,947	25,531,161
1907	673	5,014,826	9,375,992
1906	629	8,865,816	17,219,753
1905	765	4,033,000	7,676,275
1904	840	5,213,178	9,628,511
1903	683	4,667,702	9,517,483
1902	695	2,359,658	5,600,206
1901	788	4,737,486	9,988,193
1900	704	2,952,595	6,097,719
1899	675	2,155,700	4,524,179
1898	774	3,302,215	6,992,970
1897	961	3,501,293	9,815,545
1896	1,175	16,518,461	26,110,366
1895	832	5,624,077	9,814,008
1894	753	6,264,551	12,287,318
1893	1,835	33,301,239	47,753,647

When the August figures are classified by States, it appears that there were fewer failures this year in the Middle States, the Northwest, and Far West than last year, but in the Central West and South there were considerable increases. Prominent in the total of liabilities are those reported with the suspension of a bank and trust company in New Jersey, an automobile concern in Michigan, a lumber firm in Missouri, and a department store in Pennsylvania. For the eight months' period ending in August, figures are given below for each year since 1901:

	Number	Assets	Liabilities
1913	9,295	$111,982,648	$192,119,830
1912	9,311	65,179,824	130,262,091
1911	8,348	67,251,658	121,124,188
1910	7,721	58,135,737	120,680,130
1909	7,964	47,227,384	97,008,836
1908	9,716	132,173,641	226,673,914
1907	6,198	55,749,751	99,836,341
1906	6,206	41,696,048	83,486,359
1905	6,711	43,157,306	80,843,906
1904	6,969	55,568,344	101,473,777
1903	6,191	38,303,382	79,025,327
1902	6,729	32,412,509	69,160,318
1901	7,084	44,339,870	92,067,880

THE LOSS TO RAILROADS FROM WRECKS

The stock of the New Haven road, which had already reached its lowest point, declined still further, after the fatal wreck on the morning after Labor Day—September 2. Just what the financial loss of such an accident represents to a railroad is a matter difficult to determine. No doubt the decline in the stock that usually ensues is due not so much to the actual financial loss as to the injury done to the prestige and popularity of the road with the traveling public, and the consequent loss of traffic that ensues. The financial loss includes not only the destruction of property, but the amounts which the road has to pay as damages for injuries to passengers or for deaths. A writer in the New York *Evening Post* has been studying the annual reports of railroads in order to see what light they throw on the subject. He says:

"New York Central's Park Avenue wreck occurred on January 8, 1902. That year the company settled claims for property and personal injuries aggregating $882,000, compared with $768,000 the year before. By the end of 1903 those settlements, however, reached $1,092,000, and the figures gradually increased until $2,466,000 was paid out in 1907. After that there was a gradual decline, indicating

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that most of the claims were settled in one way or another within five years.

"Pennsylvania has a good record, despite its occasional wrecks. Last year was an average year with $666,000 charged off for damage to freight, $19,031 for damage to baggage, $60,654 for loss of other property, and $173,500 for injuries to persons. For a 4,000-mile system, that is an enviable record. For the same period, New York Central's expenditures, including law costs, were $2,068,000.

"New Haven, with only half of Pennsylvania's mileage, charged off $1,129,000 for the fiscal year ended June 30, 1912, including $346,000 for damage to freight, $574,000 for injuries to persons. The forthcoming annual report for 1913 will doubtless show a heavy increase in those items, as the company has had eleven wrecks during the past year, in which forty-five persons were killed and 187 injured.

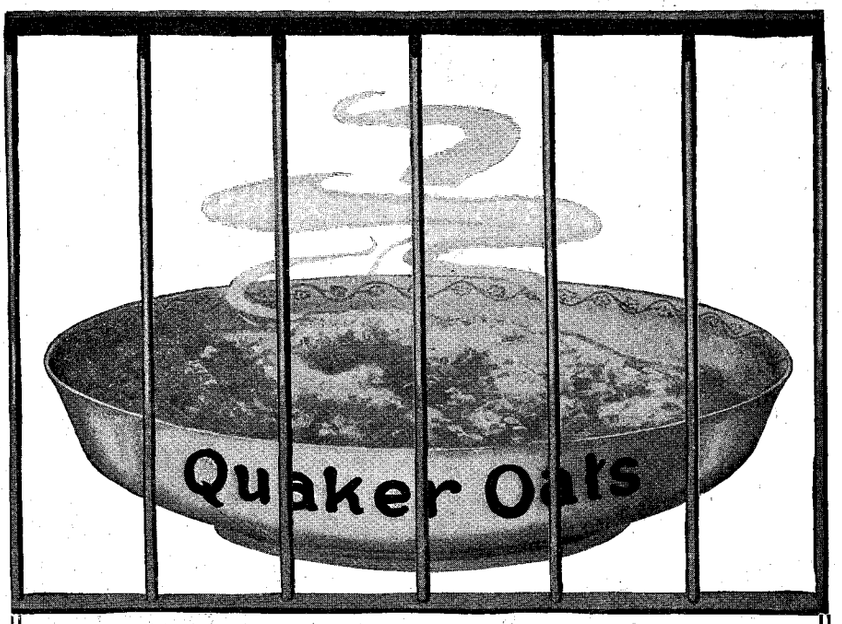
"No evidence can be found in the annual reports of the railroads to show how much money is spent annually in repairing the damage done to roadbed and equipment through wrecks, those items being included in ordinary repairs. Loss of prestige is the most intangible of any suffered by a railroad as a result of accidents. In cases where one wreck follows another, the cause can be traced to general demoralization. By the time the accidents occur the road has already begun to suffer from loss of prestige."

FEWER NEW CORPORATIONS

Statistics as to new corporations and new capital for old ones, as compiled by *The Journal of Commerce*, indicate that financial and other conditions during the present calendar year have caused a restriction of new creations. That paper, in compiling statistics on this subject, found that the new companies, having a minimum of $100,000 capital, and incorporated in the month of August, possest a total of only $118,179,000 capital as against $212,895,000 in August last year. A similar decline occurred during the eight months beginning on January 1 of this year and ending on August 31, when the total capitalization of new companies was $1,672,864,000, as compared with $2,087,197,000 in the corresponding eight months of last year. This decline, which amounts to $414,339,000, is one of 24 per cent. In the Eastern States there were few creations of companies and few increases in the capitalization of old companies. There seems to *Bradstreet's* little reason to question that this decline in the creation of new corporations and the enlargement of old ones was due to "unpropitious conditions," these conditions including war in Europe, uncertainty as to the tariff, and, in the latter part of the period, unrest on our own southwestern frontier.

THE SAFETY OF RAILROAD TRAVEL

The several accidents on the New Haven road in the past few years have led many persons to forget that railroad travel, considered in averages, is remarkably safe for passengers. The chance of meeting one's death or even injury is very slight. Travelers' insurance companies, after doing business successfully for a generation or more, demonstrate this with great clearness when they issue policies for such small sums. For example, there is one company of national reputation which, for $6.25, will insure a person for three months



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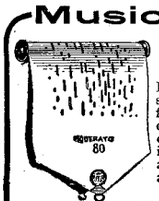

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Statistics contained in reports of the Interstate Commerce Commission bear out the experience and calculations of the insurance companies. Following is a statement of the number of passengers who were killed or injured in this country on railroads during the past six years:

Year	Number of Passengers Killed	Number of Passengers Injured	Total Passengers Carried Per 1 Killed	Total Passengers Carried Per 1 Injured
1911...	356	13,433	2,759,970	73,144
1909...	253	10,311	3,523,606	86,458
1908...	381	11,556	2,335,983	77,017
1907...	610	13,041	1,432,631	67,012
1906...	359	10,764	2,222,691	74,131
1905...	537	10,457	1,375,856	70,654
			2,275,123	74,736

The Wall Street Journal, in printing these figures, remarks that they "utterly fail to convey to the mind what a high degree of safety they represent." In order to picture to the imagination of the reader how high this safety is, the following illustration is given:

"A typical journey for all roads in the country is now 34 miles, and there are taken on the average 2,275,122 such journeys in safety to each journey which results fatally. If a man were to ride out these 2,275,122 safe journeys at two per day for each business day in the year, it would take him 3,792 years. To have begun in time to meet his death in 1914, he would have had to start commuting in the year 1778 B.C., when Egypt was under the Shepherd Kings, and 458 years before Moses led the children of Israel through the Red Sea. That was about the time the future Assyrian empire was being settled by immigrants from Babylonia.

"By 1184 B.C., when Achilles was dragging Hector thrice round the walls of Troy, the commuter would have taken 356,400 rides, and would still have been less than one-sixth of the way toward his death. By 750 B.C., when Romulus was 'regulating' Remus by modern methods, the commuter would have ridden 21,000,000 miles, and have had 56,300,000 yet to go. When Phidias, in 460 B.C., was carving the Olympian Zeus, our wayfarer would have been but one-third of the way toward his death; and even in the year 890 A.D., when Alfred the Great was letting the griddle-cakes burn, this traveler would have spent the equivalent of 207 years on the trains running at 30 miles an hour, and would have had 87 years more of actual travel to spend before meeting his fatal accident."

The New York *Times Annalist*, discussing this subject, points out how the rate of passenger mortality has been steadily falling in this country for some years. When considered with reference to what

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are known in railway parlance as "passenger-miles," a comparison of mortality in this country with that in Europe shows up even more favorably to American roads than most readers commonly suppose. The number of passengers killed per billion of "passenger-miles" is now about 7½ in Europe and 8 in this country. Following are the data for the latest years of which statistics have been completed:

	Passenger-miles	Pas. killed	Killings per billion pas.-miles
Europe, 1910	73,555,578,571	554	7.53
U. S., 1912	33,510,673,000	270	8.06

More important than the showing made by this comparison, however, is the fact that the rate of mortality in this country has been steadily falling. The writer notes that the "passenger-miles" (that is, the number of passengers carried one mile) reported by all the railways in 1912, were 33,510,673,000, and the number of passengers killed was 318. According to the Bureau of Railway News and Statistics, 48 of the killed classed as passengers were, in fact, employees, making the net number of passengers killed 270, or roughly eight passengers to each billion of "passenger-miles." In 1892 the number of passengers killed per billion of "passenger-miles" was 28. The fluctuations in the number from 1892 to 1912 inclusive, and "the remarkable tendency to decline" are shown in figures given by the writer as follows:

Year	Passenger-miles	Pas. killed	Killings per billion pas.-miles
1892	13,362,898,299	376	28.00
1893	14,229,101,084	299	21.05
1894	14,289,445,893	324	22.66
1895	12,188,446,271	170	13.93
1896	13,049,007,233	181	13.92
1897	12,256,939,647	222	18.05
1898	13,379,930,004	221	16.50
1899	14,591,327,613	239	16.37
1900	16,038,076,200	249	15.50
1901	17,353,588,444	282	16.21
1902	19,689,937,620	345	18.02
1903	20,915,763,881	355	17.00
1904	21,923,213,536	441	20.13
1905	23,800,149,436	537	22.56
1906	25,167,240,831	418	16.65
1907	27,718,554,030	647	23.35
1908	29,082,836,944	406	13.95
1909	29,452,000,000	335	11.35
1910	32,338,496,329	324	10.03
1911	33,201,694,699	281	8.46
1912	33,510,673,000	270	8.06

THE FUTURE OF THE NEW HAVEN

The reduction of the New Haven dividend rate from 8 per cent. to 6; the resignation of President Mellen and the appointment of Howard Elliot in his place; many and frequent railroad wrecks on the road within the past few years, and the resignation of Messrs. J. P. Morgan & Company as fiscal agents for the road, all have combined to focus much of the popular interest in railroads upon this one system and to raise the question whether the decline in the stock to a point below 90 implies anything like permanent loss of efficiency, of financial prestige, and of the old-time rate of dividends.

Most opinions, publicly exprest, are favorable to the ultimate restoration of the property. It is commonly believed, however, that the work of restoring it will be one of extreme difficulty and that it will take at least a few years. In Boston, where are centered many interests closely allied with the road, not to mention stockholders who made their investments in full confidence of the permanency of the dividend, the feeling is said now to be one of

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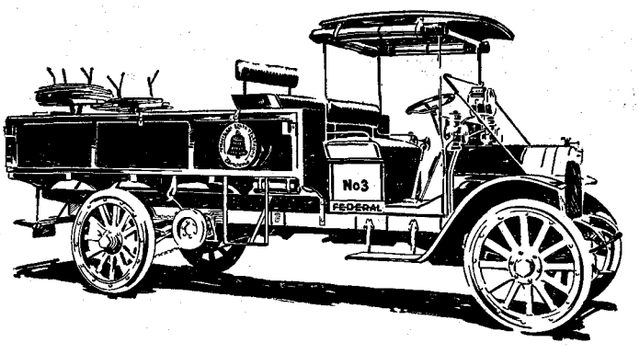

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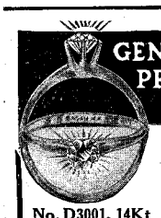

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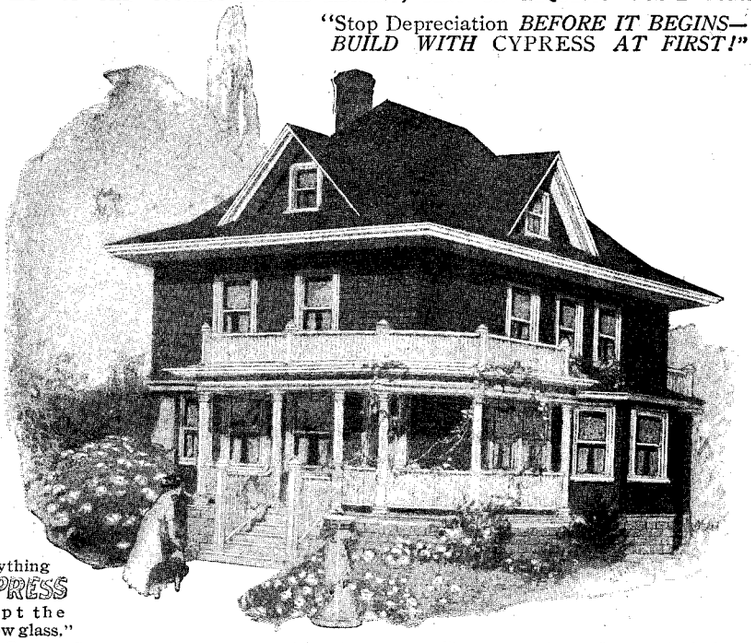

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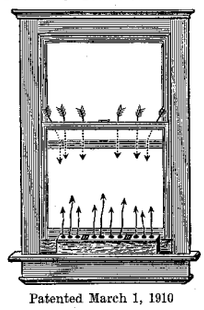

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hopefulness as to some way being found for meeting the situation that confronts the road. Sentiment in New England generally has been tending more and more to a belief that ultimately the road will divest itself of its properties other than steam railroads,—that is, would part company with the trolley and steamship lines owned or controlled by it. Once this has been done, the road could settle down to the performance of the normal function of a railroad, and its future would then brighten.

A man, deeply interested in the road, obtained recently from a banker closely associated with the Morgan interests an opinion that the company's troubles are of "a temporary nature." The New Haven railway was declared to be "a great property," which, under new conditions soon to be brought about, "would, within a comparatively short time, return to its former position of financial strength and operative efficiency." This banker declared that he could not too strongly emphasize his belief that the New Haven's troubles would "pass away in time and that investors who retain their holdings of the stock will ultimately be rewarded for their patience."

THE BIG BOND ISSUE OF THE NEW YORK CENTRAL

For a year or more, it has been known that the New York Central Railroad Company was getting matters into shape for the issue eventually of a huge consolidated mortgage covering not only the main line, but other railroad properties which have long been subsidiary to it, chief among these being the Lake Shore and Michigan Central. During the present year, several of the subsidiary lines in New York State were acquired by the Central and made integral parts of it. It is expected that the Lake Shore also will soon become an organic part of the main line. Still other roads may in future be absorbed.

It is the purpose of the proposed consolidated mortgage to take up the existing underlying bonds of the entire system, substituting for them the new ones. An arrangement has already been undertaken, and in the main is understood to have a likelihood of being carried through, with the Lake Shore bondholders, by which they will take the new issue at 4 per cent. interest as a substitute for their existing bonds bearing 3½ per cent. This increase in the interest rate of one-half of 1 per cent. was necessary, in order to make the exchange attractive to holders of the Lake Shore bonds.

In Washington, during the week ending September 13, a hearing before Judge Clements of the Interstate Commerce Commission took place, in reference to the proposed issue, and in order to determine if the issue of one mortgage covering so many properties would in any way be in conflict with the antitrust law. It came out in this hearing that the proposed bonds would involve financial operations running over at least ten years. The first issue as now arranged foots up a total of $167,000,000, but in course of time the taking up of other bonds would involve an additional issue of $350,000,000, and eventually might comprize a still larger sum.

This great scheme contemplates an eventual retirement of all issues now out-

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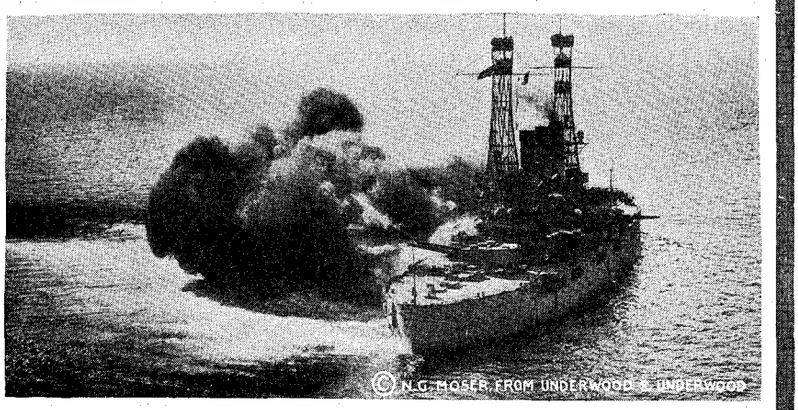
standing. With its complete success, there would exist only one general New York Central bond, its rate of interest being 4 per cent. Vice-President Harris, of the New York Central, explained at the hearing that the mortgage has already been so drawn that it may "become in time a refunding and improvement mortgage for all the New York Central's property subject to its liens," and that it would thus become "the medium of large and comprehensive financing." Counsel representing stockholders were present to oppose the proposed issue.

SUCCESS OF THE U. P.'S SALE OF ITS S. P. STOCK

Surprize was exprest in financial districts at the remarkable success of the sale of the $88,357,000 Southern Pacific certificates of stock by the Union Pacific, which closed on September 2. A week before, it had been thought that not more than 80 per cent. of these certificates would be taken up by persons owning stock in the Union Pacific. In the final accounting, however, it appeared that at least 92 per cent. of the amount had been taken up by them. The fact that so large an amount of stock was subscribed for in so short a time was accepted by many observers, and especially by *The Financial World*, as attesting "in a striking way, the marked improvement in money conditions in the last six weeks or two months." About a month before the subscriptions closed, "it looked as tho shareholders were absolutely callous to the offer, and that the syndicate, which had been formed to underwrite the issue, would have to take the bulk of the offer." In these circumstances, stockholders' rights to subscribe sank to a low level. Five days before the time expired "rights" sold as low as 18 cents, but on the last day when they could be sold, the price at one time rose as high as 80 cents.

Little remains for the syndicate managers to do. They had organized "one of the most powerful syndicates of bankers and investment houses the world has ever seen." There were over 600 participants, prepared to take over the entire amount of stock, but as matters turned out, they will get not more than $7,000,000 of the $88,000,000 that was to be sold. The amount, therefore, to be allotted to each of the 600 participants will be comparatively small. The writer finds "a world of encouragement in the final outcome of this offer." It demonstrates that "there is plenty of money around and that the public has faith in the future of the Southern Pacific." This road has been earning as applicable to dividend on the common stock close to 9 per cent.

Now that the sale is closed, expressions of disappointment are sometimes heard in Wall Street that the entire amount was not absorbed by Union Pacific stockholders. *Bradstreet's* points out that allowance must here be made for the multitude of small holdings of Union Pacific stock, the owners of which "received only fractional subscription warrants, incapable of being utilized, unless joined to other warrants to make full shares." *Bradstreet's* regards the outcome as remarkable because alike of the magnitude of the transaction itself and of the natural



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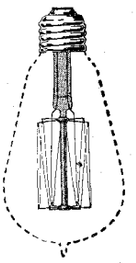
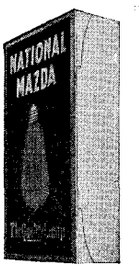


Give Your Home the Hospitality of Ample Light

Note the inside construction of the lamp at the left—the greatest achievement of the Research and Development Laboratories of the General Electric Company at Schenectady and Cleveland, which laboratories, by co-operative arrangements, have access to all the developments and improvements made in the principal lamp laboratories of the world. It is this construction that at present characterizes all National MAZDA Lamps made for general illumination. The Blue Convenience Carton at the right is the carton in which five of these lamps are packed for your convenience.



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conditions which still prevailed in the money and investment markets.

Another notable feature of the sale is the fact that a large proportion of the subscriptions were paid for in full at the time when they were made, and this in spite of the fact that subscribers might have elected to pay at the time of subscribing only $25 per share, the remaining $75 per share being paid in instalments extending over a year. One estimate is that fully $60,000,000 was paid in at the time of subscribing. It is believed that among the subscribers were enough foreign stockholders of Union Pacific to make their contribution to the total sum received for the S. P. stock as high as $20,000,000.

RUSSIA AS A GROWING MARKET FOR US

The increase in our exports to Russia has for some few years been an important item in the trade totals. Steady growth in Russia has been shown from year to year, especially in farm implements, general machinery, and other articles manufactured by us. The trade in farm machinery has reached $50,000,000 a year. Much the largest part of the electrical apparatus used in Russia is of American manufacture. There is a large and growing trade in American motor-cars. A new line of products soon to be introduced is railway cars for refrigerating purposes, some of which will soon be shipped from their place of manufacture near Chicago. It is understood that the Russian Government is prepared to invest about $3,000,000 in American cars of this pattern for use on the Siberian Railroad. Some surprize has been exprest that refrigerating cars should be needed in Siberia. This, however, springs from a misconception of the fact that for a large part of the year weather conditions in Siberia are by no means arctic, but rather quite like those of Canada. A very significant item, in connection with the growing trade movement from this country to Russia, is the recent establishment of a direct line of steamers from New York to the Russian port of Libau, with callings at Rotterdam, regular sailings being made every fortnight. "Holland" writes on this subject of trade with Russia in the *Wall Street Journal:*

"There is excellent authority for asserting that American manufacturers expect within the next five years to find a largely increased market for their commodities in Russia. . . . . .

"American motor-cars, both those of a commercial character and the touring-cars, are now regarded with higher favor in Russia than are the motor-cars made in Great Britain, France, or Germany. American automobile manufacturers expect within the next four or five years practically to command the entire Russian market for commercial and touring-cars.

"Men of wide experience as financiers and in the promotion of cordial commercial relations between the United States and the other countries have had knowledge for some time that Russia has some very important concessions to grant to large capital. . . . As soon as normal times are restored and the fear of outbreak of war on the continent of Europe is ended, it is probable that Russian and American capital will unite in the exploitation of some of the internal resources of Russia and the building of railroads and certain public works.

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Typewriter Table and Cabinet
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If you will write us on your business stationery we will ship you an "Uhl" Cabinet with the understanding that if after 15 days' trial you are not satisfied with it, we will buy it back at the full price.

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CURRENT POETRY

POEMS on seemingly unpoetic topics are popular this autumn. The poet apparently is growing eager for novelty, weary of the themes on which the world's greatest literature has been written. For instance, he no longer writes sonnets to a lady's satin slipper, he sings—actually! of an old boot in a ditch. If he is sufficiently an artist, his subject is really of secondary importance. There are sermons in stones, we know; there may well be books in old boots.

Alfred Cochrane (whose poem below appears in *The Spectator*) has a not unpromising subject. The familiar red-backed guide-book is sometimes ridiculed, especially by unpatriates who no longer need its guidance. But those of us who know that travel as a rare and delightful thing must sympathize with this poet, with the sincerity of his spirit as well as the dexterity of his phrasing.

The Guide-Book

BY ALFRED COCHRANE

...rth, and brave our Northern sky,
...comrade of the traveled ways,
...twixt your battered covers lie,
On pages scored with note and phrase,
The memories of enchanted days.

Your legend, while our gray fogs drift,
And while our angry sunsets frown,
Can, like Aladdin's carpet, lift
The dreamer up, and set him down
In Lombard plain or Tuscan town.

Where shall we wander? Where abide?
Somewhere with olive and with vine,
By Tiber or by Arno side,
By Mark's or Miniato's shrine,
On Pincian or on Palatine?

Lead us through churches, those and these,
The Fountains, where the silence falls
Among the eucalyptus trees;
Show us St. Peter's or St. Paul's,
In Fetters or Without the Walls.

Come where Benozzo Gozzoli
Makes the Riccardi chapel glow
With ranks of gorgeous Medici,
Or where the convent cloisters show
Visions of Fra Angelico;

Or where the Adriatic wave,
The tideway of the Sea-queen's power,
Still murmurs round her earliest grave,
And chants her requiem hour by hour
Beneath Torcello's lonely tower.

With you in hand we turn to trace
Once more the Doge's gloomy state,
We feed the pigeons in the Place,
And board the gondolas that wait,
Black shadows at the palace gate.

Back to your shelf: on many a night
You bring for him who sits at home
Your Odyssey of sound and sight—
Bargello, Forum, arch, and dome—
From Milan, Venice, Florence, Rome.

The case of Mr. Wilson and the old boot is very different. Undoubtedly, Mr. Cochrane is genuinely interested in guide-books. Mr. Wilson's interest in his subject is (it may be supposed) only occasional. Probably Mr. Wilson was riding on a Finchley Road bus (the poem is in *The English Review*), and telling his companion about the poetry inherent in the most prosaic objects. "Well," said the companion (we suppose), "then write a poem on that old boot there!" And Mr. Wilson proceeded to do so. And, par-

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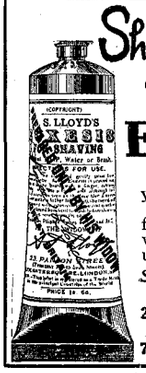

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Since finding this leaf I have given away many thousands of these cigars. All my cigar-loving friends now smoke them. To keep them supplied I carry a stock of 50,000 in my private humidor.

They pay me $5 per hundred for this Panatela size—a trifle over cost. They get for that this rare Havana leaf.

Having quit business, I now invite others to join this limited circle. I can't supply too many. I seek only those who want something exceptional in a mild, sweet smoke. I don't seek bargain hunters.

Tastes differ on tobacco. So, before you decide, I want you to try five cigars at my expense. Smoke them with me. If you then want more, I will charge you the same as I charge my friends.

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If you will send me 10 cents—just to show your sincerity—I will mail you these cigars. Smoke five with me—then order as wanted. The price is $5 per hundred, $2.60 for 50—all charges prepaid. Use your letterhead, please, or your business card and **write now for the five cigars.**

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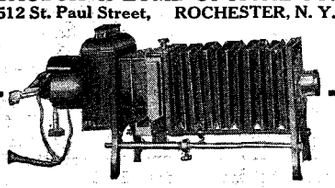

ticularly in the fourth stanza, he was remarkably successful.

An Old Boot in a Ditch

BY T. P. CAMERON WILSON

There is an epic of the winding path
That might be sung by you—
Mornings when Earth came glowing from her bath
And shook her drowsy laughter into dew,
And little ways your younger brothers made
Went up the hills and danced into the blue.

Noons when the great sun hammered out a blade
Upon the silent anvil of the downs,
And in divine inconsequence you strayed
Over the hill kings, with their bramble-crowns
And saw, across the meadow-patterned plain,
The far still smoke of little valley towns.

And evenings, when the Earth gave thanks for rain,
And all the washen soil of her did seem
Sweeter than little children who have lain
All night among the roses of a dream;
And great white clouds went up the stairs of God
And gnats danced out above the misty stream.

Yet most, I think, the broad high road you trod
Would weave its marching splendor with your song—
The weariness that held the feet you shod,
The weariness that makes all roads too long,
Until the spirit trails its beaten wings
And finds the whole earth given to the strong,

And all the thousand crusht and broken things
Whose hope has snapt beneath the feet of Gold
Peer upward through the dust his passing flings
And see him watch the hopeless road unfold—
Staring across the passion at his feet
With yellow eyes that glitter, and are cold.

It is not so, but when our spirits meet
Old Weariness, with his rust-eaten knife,
There is no corner of our house kept sweet
That is not trampled bloody by the strife,
Until with hungry fingers he lays bare
A rawness hidden in the quick of life.

It is not so. In your green silence there
You see the world pass like a lean old witch,
You watch the stars at night, and you may share
That small, fierce love wherein the soil is rich,
And know that half the gifts of God are won
By centipedes and fairies in the ditch.

The North American Review receives more of Colonel Harvey's attention since he gave up *Harper's Weekly*. *The Weekly* printed excellent verse while he edited it, and it is to be hoped that he will make *The Review* the home of much poetry of high order. From a recent issue we take Dr. Woodberry's interesting tribute to the poet of whom he has written so frequently and with such comprehension. Poe himself would enjoy Dr. Woodberry's melodious and sympathetic verse.

E. A. P.

(On the fly-leaf of Whitty's "Poe")

BY GEORGE E. WOODBERRY

In the proudest of the nations
Was a wandering poet born;
Skyward its accumulations
Towered, from mine and forest torn;
Never state was so victorious
In world-plundering wars of gold:
Never land so earthly glorious
Of the conquering lands of old.

From the star-bound pole of heaven
That spins in lyric mirth,
Where the Pleiads are, the Seven,
Came that vagrant soul to earth;
Echoes of some lost existence,
Prenatal melody,
As of angels in the distance,
Haunted his mortality.

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By Arthur MacDonald, Specialist in Education as Related to the Abnormal and Weakling Classes.
Introduction by Dr. Cesare Lombroso

The author's preparation for writing this work included visits to the principal prisons and charitable institutions in England, France, Germany, Belgium, Switzerland, Austria, Italy, and America. He also passed two entire summers locked in cells with criminals at Elmira, Rochester, Auburn and other prisons, to gain a more personal familiarity with prisoners.

Among other subjects covered are: The Evolution of Crime; The Physical Side of the Criminal; Psychology of Criminals; Intelligence of Criminals; Association of Criminals; Criminal Contagion; Criminal Hypnotism; Recidivation; Special Criminology. The book concludes with a Bibliography of Crime—English, French, German, Italian, Spanish, etc.—occupying 132 pages.

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But because the poet ever
Needs befriending, most of men,
And his soul reposes never
In the gross and citizen,
From the moment that he quickened
In the heavy air
The heavenly spirit pined and sickened
Because no love was there.

Spectral thoughts—grim foes—assailed him
Only poets' minds evoke;
Naught his beauty there availed him
Dying, stroke on stroke;
Long his genius pleaded, pealing
Melancholy chimes,—
As from Paradise came stealing
The supramundane rimes.

Then his living turned to anguish
Of the demon-driven storm,
And men saw his glory languish
Into one pale form,
Ghostly, ghastly,—and his heart was torn with
Life's swan dream, Despair;
And the beauty he was born with
Faded in the sepulcher.

The proud ones of the nations
Watched that starved power decay;
Heard the maniac lamentations
Where that soul of beauty lay.
Now, men whisper, genius glorious
Flees that barbarous coast forlorn,
Lined with turrets, gold-victorious—
And no poets there are born.

From *The Smart Set*, which is becoming a storehouse of good poetry, we take Bliss Carman's lovely lines. It is a splendid picture of June that he gives us—tantalizing to city dwellers whose holidays are few. "Cool-leafed beeches" and green-bosoming hills" are memorable.

A Mountain Gateway

BY BLISS CARMAN

I know a vale where I would go one day,
When June comes back and all the world once more
Is glad with summer. Deep with shade it lies,
A mighty cleft in the green bosoming hills,
A cool, dim gateway to the mountains' heart.

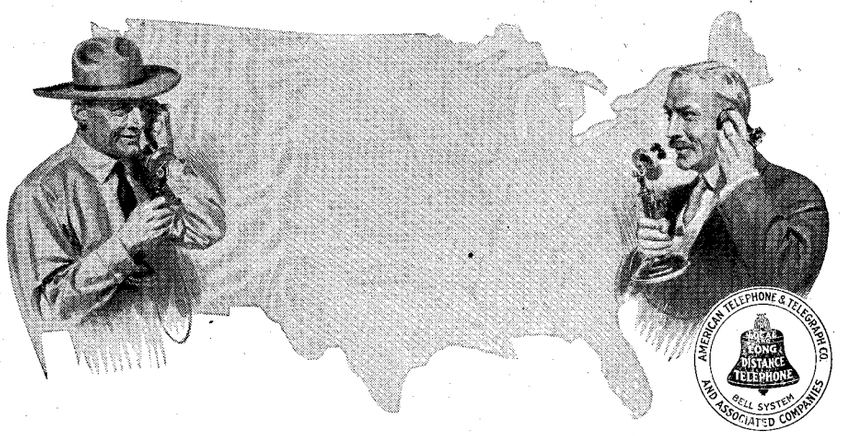
On either side the wooded slopes come down,
Hemlock and beech and chestnut; here and there
Through the deep forest laurel spreads and gleams,
Pink-white as Daphne in her loveliness—
That still perfection from the world withdrawn,
As if the wood gods had arrested there
Immortal beauty in her breathless flight.

Far overhead against the arching blue
Gray ledges overhang from dizzy heights,
Scarred by a thousand winters and untamed.
The road winds in from the broad riverlands,
Luring the happy traveler, turn by turn,
Up to the lofty mountains of the sky.

And where the road runs in the valley's foot,
Through the dark woods the mountain stream comes down,
Singing and dancing all its youth away
Among the boulders and the shallow runs,
Where sunbeams pierce and mossy tree trunks hang,
Drenched all day long with murmuring sound and spray.

There, light of heart and footfree, I would go
Up to my home among the lasting hills,
And in my cabin doorway sit me down,
Companioned in that leafy solitude
By the wood ghosts of twilight and of peace.

And in that sweet seclusion I should hear,
Among the cool-leafed beeches in the dusk,
The calm-voiced thrushes at their evening hymn—
So undistraught, so rapturous, so pure,
It well might be, in wisdom and in joy,
The seraphs singing at the birth of time
The unworn ritual of eternal things.



The Merger of East and West

"But there is neither East nor West, Border, nor Breed, nor Birth,
When two strong men stand face to face, tho' they come from the ends of the earth!"
—KIPLING.

In the "Ballad of East and West," Kipling tells the story of an Indian border bandit pursued to his hiding place in the hills by an English colonel's son.

These men were of different races and represented widely different ideas of life. But, as they came face to face, each found in the other elements of character which made them friends.

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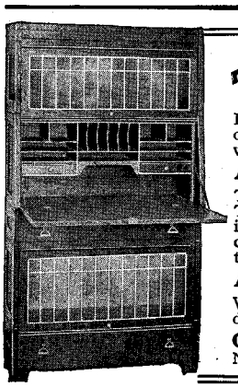

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Geo. S. Parker.

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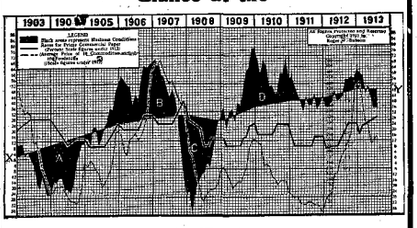

BABSON COMPOSITE PLOT

(reproduced above) showing the rise and fall in business conditions during the past ten years, and note especially how business has declined during 1913.

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PERSONAL GLIMPSES

THE BIG MAN IN AUSTRIA

BESIDES being one of the brainiest and wealthiest men in Europe, Count Leopold Berchtold, Foreign Minister of Austria, and one of the most conspicuous figures in the controversy of the Power over the Balkan situation, has in his veins an uncommonly complicated mixture of blood. He is connected with the Emperor Francis Joseph in the ninth degree, with the Czar and Emperor William in the eighth, and with King Ferdinand of Bulgaria, in the fifth, and among his ancestors were Poles, Hungarians, Bohemians, Italians, Ruthenians, Southern Slavs, and Austrian peasants. He is an extraordinary personality, if we are to believe an admirer, who writes anonymously about him in the London *Daily Mail*. We read:

He is a tall, slim man with a small and finely modeled head. His features are pleasant and full of character; his expression derives at times a touch of severity from two deep furrows which betray the heavy responsibilities resting on his shoulders. Otherwise one may read in his face the equanimity of a nature which loves life and often expresses its contentment by an almost mischievous smile.

At the present moment Count Berchtold seldom smiles. He has been Foreign Minister for little more than a year, but in his diary, which he regularly keeps up, more numerous and more important entries must have been made in this short period than in many previous years.

It is believed that when Count Berchtold assumed office he did so reluctantly and only at the urgent wish of the Emperor. He is immensely rich and has a plenitude of other interests in life, artistic and social, besides politics. An excellent pianist and fond of painting, he is also a great reader, especially of English literature, for he speaks English well, while the Countess Berchtold, his wife, the daughter of a former Austro-Hungarian Ambassador in London, Count Karolyi, speaks English as a mother-tongue. It was certainly not ambition which induced Count Berchtold to assume the heavy task which he realized would come to him. He was the first European statesman to announce openly the critical development of affairs in the East. Only if the prophet can be deemed responsible for events that he has foretold would Count Berchtold earn the epithet of incendiary applied to him in certain quarters on the outbreak of war in the Balkans.

Public opinion in Austria has confidence in Count Berchtold, esteeming notably three things about him—his foresight, his absolute honesty, and his simplicity. One of his staff once remarked to me that nothing hurt the Minister so much as the supposition that he did not mean every word he uttered. The members of the Delegations, Austrians and Hungarians alike, also say that his words are not masked, and his public utterances attest

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this the more strikingly in that he is an uncommonly skilful stylist, and, among diplomatists, good stylists find it particularly difficult to speak straight out without revealing too much.

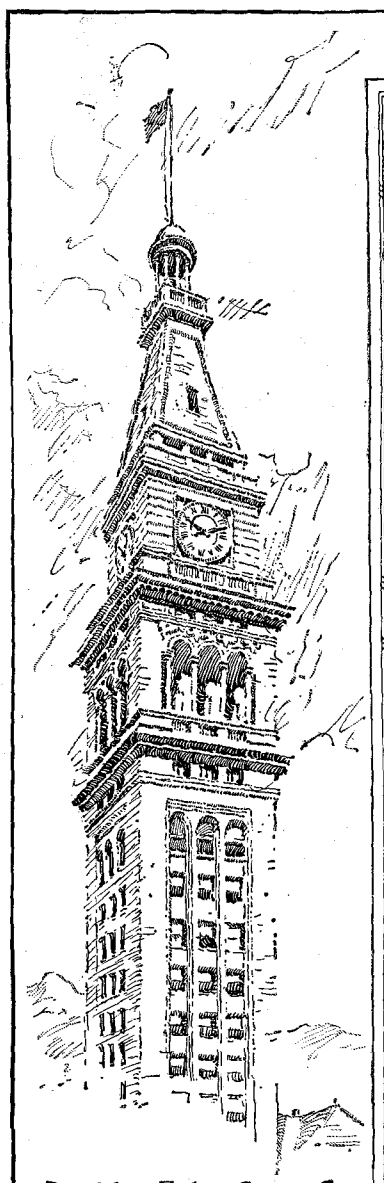
Count Berchtold has a democratic way with him of which an amusing anecdote is told. Last summer the Minister took the "cure" at Kaltenleutgeben, near Vienna. In the same "hydro" was staying a little Viennese journalist, with no particular insight into international politics and who had been more accustomed to keep watch for the newspapers at the sick-beds of dying Ministers than to speak with living ones. Count Berchtold made this modest and excellent man his daily companion on his walks during his stay.

There is yet another thing which makes the Foreign Minister popular in Vienna, and that is his elegance of dress. He is one of the best-dressed men in the Austrian capital. But, we learn,

At the same time, however, he allows himself the *coquetterie* which is only permitted to men of his gifts and position of appearing at times in public intentionally less elegant than is their wont. I recall on one occasion seeing the Minister on his way back from the Delegations enter the Foreign Office wearing an overcoat which received a stare, almost of disapproval, from the pompous porter.

Count Berchtold, moreover, is not one of those diplomatists who, willing prisoners in the thicket of politics, have already forgotten that on the other side of the hedge of conferences and reports surrounding them the garden of life is full of roses. His strict attention to duty does not allow Count Berchtold to make use of the endless possibilities which, as a wealthy grandee, he has at his disposal for recreation. Count Berchtold is a racehorse owner, and his crimson colors used to be frequently seen at the Freudenau racecourse, where once he won from Baron Alphonse de Rothschild a great state prize. The English public will hardly understand that some of the opposition papers in Austria begrudge the Minister his interest in the turf. But to pacify these good folk, I would not mind wagering that for many weeks now Count Berchtold has not once seen his trainer. For at present he is nothing but a politician, thus justifying the high opinion formed of him by the late Count Aehrenthal, who on his deathbed recommended him to the Emperor as his successor.

There is no need to explain at length the nature and manner of his policy, for as the Neapolitan artizan works in the open street, so Count Berchtold frankly carries on his policy in the full glare of European publicity. He is, perhaps, not so full of "temperament" as was Count Aehrenthal, and in his nature there is more softness and amiability, but he has the same strong consciousness of the European position of Austria, and energy enough to assert it. The record of his career shows that he has had ample opportunity for studying European politics. From 1894 to 1899 he was Secretary at the Paris Embassy, afterward spending four years at the Embassy in London. In 1903 he was transferred to St. Petersburg, and in 1906 was appointed Ambassador to Russia, acting in that capacity until 1911.



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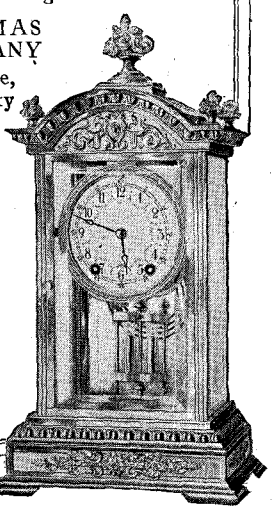

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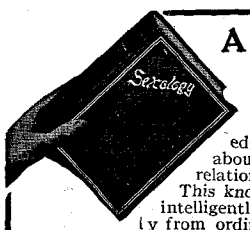

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Proof of Intelligence.—CHOLLY—"Is this horse intelligent, me good fellah?"

GROOM—"Very! Look out he don't kick you, sir!"—*Puck.*

In Spite of It.—BRIGGS—"Bilkins writes best sellers, doesn't he?"

GRIGGS—"Yes, but he's all right. He's a first-rate sort. When you get to know him you don't mind what he writes."—*Life.*

The Benighted Parent.—LITTLE GIRL—"Why did your mama spank you?"

BOSTON CHILD—"Because she is too untutored and ignorant to devise a more modern reformatory method of punishment."—*Life.*

The Ishmaelite.—PAYING TELLER—"You must get some one to identify you before I can pay this check. Have you any friends in this town?"

STRANGER—"Not one. I'm the dog-catcher."—*Our Animals.*

The Master of the House.—"Er—Sophie—er—I believe your mistress and the young ladies have arranged to go to—er—Winklemouth for their holidays. Do you happen to—ah—have any idea whether they are—er—taking me?"—*London Opinion.*

Too Rapid.—"Isn't it queer the 'movies' never show us any of these Central American revolutions?"

"Not a bit. As a matter of truth, they haven't perfected a film machine yet that can revolve as fast as the revolutions."—*St. Louis Republic.*

Double Trouble.—"We've got a great road now," said an enthusiastic Western railroader to his friend. "We've got it double-tracked clear through to Chicago."

"H'm," said the friend. "I don't see what you want a double track for. You can't keep your trains on one."—*Everybody's.*

For the Collection.—Mrs. Murphy was getting the supper for the children on Saturday night when a young woman came to her door.

"I'm a collector for the Drunkards' Home," she said. "Could you help us?"

"Come around to-night and I'll give you Murphy," said the housewife as she went about her work.—*Life.*

Emporia's Aristides.—Two boys of Emporia, Kan., ran away from home to seek their fortune, after reading a biographical sketch of Dick Whittington. They got as far as Kansas City, where the centurions encompassed them and took them to the police station. There the captain questioned them closely, and, having drawn forth much useful information, finally asked:

"Why did you boys run away from Emporia?"

"Well," replied the elder of the pair, thoughtfully, "there's nothing there but William Allen White, and we got tired of hearing of him."—*Collier's Weekly.*

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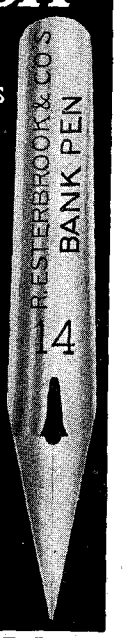

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CURRENT EVENTS

Foreign

September 4.—Former King Manuel of Portugal is married to Princess Augustine Victoria of Hohenzollern at Sigmaringen, Germany.

Two German army officers are killed in an aeroplane accident at Brieg, Germany.

September 5.—The Governor of the Province of Puerto Plata declares his independence of the Dominican Republic.

September 6.—Henri Menier, the chocolate manufacturer, dies in Paris.

September 9.—The German Marine dirigible L-1 is destroyed in a North Sea hurricane, with fourteen of her crew.

Domestic

WASHINGTON

September 4.—Thomas H. Birch, of New Jersey, is nominated for Minister to Portugal.

September 7.—Cardinal Vives y Tuto, Prefect of the Congregation of Religious Affairs at the Vatican, dies in Rome.

September 9.—The Senate passes the Democratic Tariff Bill by a vote of 44 to 37.

September 10.—Manuel Zamacona, former Mexican Ambassador to the United States, arrives in Washington, on a supposed mission from President Huerta.

GENERAL

September 4.—George M. Cohan, the actor, his daughter, and several members of his company are injured in an automobile accident at Hartford, Conn.

Ex-Associate Justice Henry B. Brown, of the United States Supreme Court, dies in New York.

The National Farmers' Union, meeting at Salina, Kan., fixes the price at which its members will sell this year's crop of cotton at fifteen cents.

September 5.—At San Francisco, F. Drew Caminetti is found guilty on one count of violation of the Mann "White Slave" Act.

A. C. Kraenzlein, an American all-round athlete, is chosen to train the German team for the next Olympic games.

J. P. Morgan & Co. withdraw as fiscal agents of the New York, New Haven & Hartford Railroad Co.

Fire in Hot Springs, Ark., causes damage estimated at $2,500,000.

September 6.—Dr. Hideyo Noguchi, of the Rockefeller Institute, New York, announces that he has discovered and cultivated the germ of rabies.

The United States gunboat *Detroit* is ordered to Santo Domingo, because of the revolution.

Jerome D. Travers wins the national amateur golf championship for the fourth time.

Dean C. Worcester resigns as member of the Philippine Commission and Secretary of the Interior for the Islands.

September 7.—William F. Havemeyer, retired sugar manufacturer, dies in New York.

September 8.—John A. Peters, Republican, is elected to Congress from the Third District of Maine, by a plurality of 553 over W. R. Pattangall, Democrat, and of 8,619 over E. M. Lawrence, Progressive.

September 10.—Prince Albert I., of Monaco, visits New York.

September 10.—William J. Gaynor, Mayor of New York, dies on the *Baltic*, on his way to Europe for a brief vacation.

September 11.—James Farley, first professional strike-breaker, dies in Plattsburg, New York.

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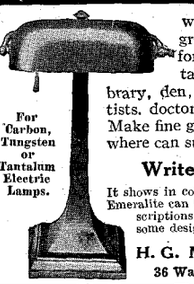

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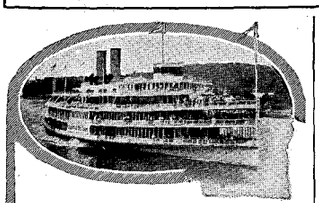

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